

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. XLX.]

HONGKONG, SATURDAY, 30TH DECEMBER, 1899.

No. 27.

CONTENTS.

Epitome of the Week, &c.....	525
Leading Articles:—	
Monopolies and the Inland Navigation Rules.....	526
Li Hung-chang and the Canton Viceroyalty	526
Russian Policy in the North.....	527
Quail and the Game Preservation Laws	527
Hongkong Legislative Council.....	527
The Arms and Ammunition Bill	29
Hongkong Sanitary Board.....	531
Major-General Lawton killed at San Mateo	531
Re-opening of Philippine Ports	532
Towing Concession between Canton and Wuchow	532
Amateur Dramatic Club's Performance	532
Christmas Concert at the Government Civil Hospital	532
Disastrous Fire at West Point	533
The Patriotic Football Match	533
Prize Distribution at the Bellios Public School.....	533
Presentation of the Regatta Prizes	534
The P. & O. Pocket Book.....	535
Football Notes	535
Golf.....	35
The Hongkong High-level Tramways Co., Limited	535
The Ewo Cotton Spinning and Weaving Co., Limited	536
The Punjom Mining Co., Limited	536
British and Chinese Corporation	537
Shanghai Volunteers for the Transvaal	537
Hongkong and Port News.....	537
Commercial.....	538
Shipping	539

MARRIAGES.

On the 16th December, 1899, at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., EDGAR TILDEN MONROE VAN BERGEN, son of E. VAN BERGEN, M.A., of Niagara, U.S.A., to CATHERINE ETHEL, eldest daughter of Fdney PAGE, of Shanghai.

On the 19th December, 1899, at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., PERCY LONSDALE MCALL, B.A., M.B., Ch. B., of the London Mission, Hankow, son of the late Rev. Robert MCALL, to WINIFRED, daughter of the late Horatio BATEMAN, Esq., of Redhill, Surrey.

On the 22nd December, 1899, at the Synagogue Beth El, Shanghai, by the Rev. J. Sudka, DAVID, a cond on of M. GOLDMAN, of Japan, to CLARA, eldest daughter of Alexander SEREBRENIK of Odessa (Russia).

ARRIVALS OF MAILS.

The English mail of the 24th November arrived, per P. & O. steamer *Massilia*, on the 23rd December (29 days); the American mail of the 25th November arrived, per T. K. K. steamer *Nippon Maru*, on the 25th December (30 days); the Canadian mail of the 4th December arrived, per C. P. R. steamer *Empress of China*, on the 27th December (23 days); and the German mail of the 27th November arrived, per N. D. L. steamer *Karlsruhe*, on the 28th December (31 days).

EPITOME OF THE WEEK.

The Hongkong South African Fund amounted at the date of the last published list to over \$74,000. It is expected to reach \$100,000.

Lieut. T. D. Jackson, King's Own Regt., has taken up the duties of A.D.C. to His Honour Sir A. Swettenham, Acting Governor of the Straits Settlements.

The London correspondent of the *Daily Press* wires that Russian reinforcements continue to be despatched to the East. The Odessa correspondent of the *Times* doubts whether the field hospital staff that has been sent out is intended as alleget to combat the plague in Manchuria.

The decision of the Appellate Court of New York in the Bank of China case is not final, and the Bank is appealing to the Supreme Court of the United States.

We hear it is not improbable that British North Borneo may have to ask for military assistance from the garrison of Hongkong for the suppression of the Mat Salleh rising.

H.E. Tan, the retiring Viceroy of the Two Kwang, left Canton on Saturday. Pending the arrival of H.E. Li Hung-chang Governor Tak will act as Viceroy, his appointment dating from the 23rd.

Rear Admiral Bruce, Rear-Admiral Fitzgerald's relief, arrived on Saturday by the P. & O. steamer *Massilia*. Admiral Fitzgerald left for home on Saturday by the O. & O. steamer *Doric*.

A London telegram to the *Daily Press* states that A Bill has been introduced in the United States Congress authorising the appointment of a Commission to report on the industrial condition of China and Japan.

The German gunboat *Seeadler* arrived at Singapore from Colombo on the 16th inst. The *Seeadler* is of 1,640 tons, 2,800 horse power, 8 guns, and carries 161 crew. She was expected to depart for Macassar on the 21st inst.

The Osaka Shoshen Kaisha is petitioning for subsidies amounting to 520,000 yen annually for extended services on the Yangtze and the coast of China, and proposes to spend 700,000 yen for building godowns at the various China port.

The Chinese Authorities have granted to a Native Company called the Shun On what practically amounts to a monopoly of the towing business between Wuchow and Canton, contrary to the spirit of the Inland Waters Navigation Regulations.

A serious fire occurred at Hongkong on the night of the 22nd instant, by which three Chinese Godowns at West Point were destroyed. The damage to buildings and contents amounts to about \$1,000,000, most of which is covered by insurance.

A report appears in the Japanese papers to the effect that recently the British Government applied to the London office of the Nippon Yusen Kaisha to charter some steamers (as transports). The application was, however, refused, as the Nippon Yusen Kaisha had first to obtain permission from the Japanese Government.

Telegrams were received at Shanghai on the 22nd inst from Peking stating that H.E. Li Hung-chang would probably leave the Capital on the 23rd or 24th for the South, changing steamers at Shanghai for his new post at Canton. H.E. has had two audiences of the Empress Dowager since his appointment of acting Viceroy of the Two Kwang provinces on the 16th instant.

From the report of the meeting of the Ewo Cotton Spinning and Weaving Co., Limited, reprinted in another column, it will be seen that the Chairman suggests that the Chinese Government should throw over free trade and accord protection to the locally manufactured cotton as against imports from England, India, etc. Thus is British trade promoted by British merchants in China and the "open door" maintained!

The prospectus has been issued at Shanghai of the China Telephone Co., Limited, a Company about to be formed to obtain the thirty years' franchise offered by the Municipal Council of Shanghai for working a telephone exchange. The proposed capital is Tls. 150,000 divided into 3,000 shares of Tls. 50 each.

The revenue-farming system in Java has long come in for increasing adverse criticism, both there and in Holland. The anti-opium agitators in Holland joined in the cry on the ground that the consumption of opium should be restricted. The immense profits of the farmers gave additional ground of offence. It was urged that Government should seize upon these profits for the benefit of the Treasury. The Government was at length swayed to order a trial of substituting the farming system by official management of opium sales. The innovation was tested and Government management is now enforced in several provinces in Java. The revenue results have given satisfaction, and smokers are pleased because they now get the drug of good quality, and cheaper than in the days of the farmers. The result is that consumers can now, so to speak, get twice the quantity of the drug for the same amount of money they used to spend. That journal wonders what the anti-opium agitators will say to this.

An official telegram from the Governor of Kweichow received at Shanghai states that the insurgents in that province, under the leadership of a notorious character named Ch'en Li-ch 'nen—who is alleged to have been connected with the murder of the Rev. M. Fleming—having been joined by a large body of Hunan malcontents from Hengshan, under a bandit named Chang Sheng, at first defeated the troops sent against them, but that when the Kweichow troops had been reinforced by a contingent from Hunan the numbers of the opposing forces were more equalised. There were several trial skirmishes in which the Imperial troops were invariably successful and then on the 18th December it was decided to attack the insurgents in force. The battle lasted six hours, resulting in the defeat of the latter and the capture of the Kweichow leader Ch'en, while it is known that Chang Sheng, the Hunan bandit, was carried off the field badly wounded.—N. C. *Daily News*

The impeachment of Marshal Su by Li Ping hong on the charge of conceding too much to the French at Kwangchowwan has resulted in the Marshal's being deprived of his Grand Commissionership and his army corps command at Tsingkiangpu, pending investigation. It will be remembered that being a *persona grata* with the French, he was sent down with plenary power to settle the French demands, but even so when the French demanded Natao Island he wired to the Empress Dowager for instructions. The Tsungli Yamen having been informed by the Chinese Minister at Paris that the French Government meant business, Marshal Su was instructed to do whatever was necessary to prevent the French going to war. The only course open to the Marshal was to concede what France demanded. Now the high authorities at Peking being afraid of the obloquy which another cession of territory will bring upon them have made Marshal in their scapegoat; but if the country generally passes over the matter, the Marshal will probably be reinstated after a short interval. N. C. *Daily News*.

MONOPOLIES AND THE INLAND NAVIGATION RULES.

(Daily Press, 28th December.)

Will China, or rather will the Chinese officials, ever learn? We fear not, and have little doubt but that after a perusal of the translation of a proclamation recently posted at Wuchow which we publish elsewhere our readers will be of the same opinion. Notwithstanding all previous experiences the love of granting what, if not direct monopolies, are intended to be used as such, seems to be ingrained in the Chinese nature. The highest power in the state has, after pressure on the part of the British Minister, declared the waters of China open to all steamers foreign and native. The Chinese officials have had the idea explained to them over and over again, or, as Sir ROBERT HART put it, "there has been much consultation and much passing and repassing of draft rules for consideration," and yet we find such a proclamation issued by the very officials who are the cause of the "much passing and repassing." Nay, even more! The very official whose name appears in the proclamation is the present head of the lekin at Wuchow and is one of the men appointed by the Governor at Kweilin to control and work the inland water steam traffic. One of his first acts is apparently to grant a monopoly of steam towage between Wuchow and Canton to the Shun On Company. We say apparently, as the proclamation does not state that there is to be any monopoly, but the one issued by the Company distinctly conveys that meaning, and it is to be supposed that they know what it is they have got, and doubtless paid for. From enquiries we have made the official in question is not anti-foreign, nor in a measure anti-progressive, so that it is rather a pity he has mixed himself up in anything of the sort. The idea originated, we believe, from Canton and bears Kweilin's sanction. Of course the thing is absurd and will not affect the course of trade much, but it is a sample of the sort of thing that goes on and will go on as long as we maintain the fiction that the Chinese Government should be dealt with as a reasonable and civilized concern. The absence of a definite policy on the part of our Government with regard to China is the chief cause why our Minister and Consuls are forced to go on gravely discussing, writing, and re-writing despatches to members of a Government who have but one aim and object, and that is, to stave off the foreigner with ambiguous phrases.

How long, we ask, is this state of things to be allowed to go on? It is not as if it were a difficult matter to deal with. The action our Government should take is quite plain to everyone. Take, for instance, the lekin swindle which is being organized at Canton now as the result of KANG YI's visit. The effect this is having on and must have on, trade is most disastrous. No Chinese merchant is going to import goods with the uncertainty of this lekin tariff hanging over his head. Only the other day we pointed out the steps to be taken to stop this kind of thing, and we now repeat it. The I.M. Customs must be placed in charge of all vessels at Canton and the Kowloon and Lappa stations, etc. The Treaty Tariff and no other must be levied on the goods carried in them, and transit pass es granted. Our Minister, working in conjunction with H.E. the Governor, should represent the necessity of this being done at once to the Foreign and Colonial Office and point out the necessary steps to have it carried out. Failing concession as the result of reasoning the Tsungli Yamen should be

plainly told that force will be used. The latter part of this is no doubt more especially the work of the British Minister at Peking, but our local officials need not be idle. Let a Committee of representative men of the Colony be appointed to enquire into the working of the Native Custom Houses and let a report be compiled by them of the taxation which foreign goods are subjected to not only at the Kowloon and Lappa stations but at Canton and beyond. Without instructions the Commissioners at those places will of course not furnish evidence, but those instructions must be forthcoming, and it will be one of Sir CLAUDE MACDONALD's duties to see that they are forthcoming.

It is only in this way that the coming Tariff revision can be met with the necessary knowledge which will enable the Government of this Colony to express the views of the public in such a way that the Prime Minister may be correctly informed as to their requirements. It is perhaps the more necessary from the fact that the Colony being part of the British Empire the resident merchants and officials are not intimately acquainted with the shifts and wiles of the Lekin Administration. Many of the merchants, having resided in China, are, so to some extent, and all of them feel in their business relations with China the evil result of the corrupt Native Administration, but they have neither the time nor inclination in their individual capacities to ferret out the rights and wrongs of such a complicated thing as the lekin. That is a task which can only be accomplished by a Committee such as we suggest and armed with the full authority of the Government. The Government need no pretext for the appointment of such a Commission other than is given by the Hongkong Opium Convention, the sixth clause of which provides amongst other things that the Governor of Hongkong shall be free to send an officer to be present and assist at the investigation of causes of complaint against the Native Customs Houses; but were no such Convention in existence the Government would be amply justified in doing it on grounds which existed previous to any and all conventions—the question of right against wrong.

LI HUNG-CHANG AND THE CANTON VICEROYALTY.

(Daily Press, 23rd December.)

The recall of His Excellency TAN, the present Viceroy of the Two Kwang, has been heard with satisfaction not only in Canton but throughout the whole of the two provinces. As an administrator he has shown great weakness and incapacity, untempered, so far as we can glean, by any mild consideration for those he has misgoverned. Crime of all kinds has largely increased during his tenure of office, and piracy and brigandage have become chronic in immense districts which formerly were fairly free from serious disorder. Under his feeble rule, too, the lower officials have waxed fat and saucy, and squeezes of all kinds have multiplied, while there is only too good reason to believe that the banditti who terrorise the deltas of the Pearl and West Rivers have friends in the yamens by whose influence and connivance they gain much valuable information and remain out of reach of justice, whose arm is thus shortened for their benefit. If the natives have little reason to regret the departure of TAN, neither have the foreigners residing in the Treaty ports of the Kwang provinces and in Hongkong occasion to deplore his supercession. Not only has His Excellency

shown himself uniformly indifferent to the promotion of legitimate trade, but he has sanctioned the introduction of obstacles to its development. While professing readiness to hand over the New Territory to the Hongkong Government early in the present year there is little doubt that he secretly connived at the treacherous conduct of the gentry of the adjoining district, who did their utmost to aid and foment a rebellion in the ceded domain, and not altogether without success, the result of their agitation among the ignorant peasantry being the military investment of the country, the occupation and annexation of Kowloon City, and the capture and occupation for many months of Shamohun. This entailed a large expenditure, part of which, at any rate, will be refunded by the Chinese Government. It also cost the lives of a few of the misguided peasantry, and might have resulted in much more bloodshed had not prompt measures been taken and the Hongkong Regiment shown themselves ubiquitous on the hillsides. The responsibility for the fiasco in the taking over of the Territory and for the trouble incurred thereafter in dispersing the organised force assembled near Taipo rests entirely upon the Viceroy, who obviously acted in bad faith over the matter, with an evident desire to make the new acquisition as troublesome and costly as possible to the Colony. His inglorious administration has, however, at last come to an abrupt and summary end. The Peking Authorities have at length tired of his incapacity and yielded presumably to the representations of the French Government, who no doubt hold him responsible for the frontier troubles at Kwangchauwan. What the merits of that dispute may be we cannot pretend to say, but we can easily understand that similar tactics were tried there to those resorted to by the Sunon notables and officials when stirring up trouble in the New Territory.

So far as the natives of the Two Kwang are concerned, we fear there is little reason to congratulate them on the choice of a successor to TAN. The New Viceroy is a man of much greater ability, but he is a past master in the art of making a pocket, as the Cantonese are only too well aware. Probably in getting rid of King Log they are only falling into the clutches of King Stork. They have had some experience of the ways of the LI family, and found them not a little burdensome. If LI HAN-CHANG's hand was heavy, it is to be feared they will find his brother's little finger yet more oppressive. Already, we hear, they are beginning to dread the arrival of the greater LI, whose reputation has travelled easily ahead of him. In some respects, possibly, the veteran of Chihli will be an improvement on his predecessor as an administrator. He will not hamper trade for the mere sake of conniving at squeezes by the lower officials, for he is farseeing enough to know that that policy acts adversely on the revenue, but he will in other ways take care to add to his already bloated purse. It is also to be feared that he may impose obstacles in the way of foreign navigation on the inland waterways, and it may suit his plans to delay the construction of the railways sanctioned in South China. Moreover, he is animated by no good will to Hongkong, and will probably endeavour to arrest its expansion if there be any means by which he can effect this. His Excellency has shown himself of late years strongly inimical to Great Britain and most friendly disposed to Russia. It is also true that he has also, in past years, exhibited a marked

hostility to France, but circumstances may have changed his policy towards the French Republic. There is, however, one point upon which Li's appointment may be regarded with satisfaction. Under his rule the pirates and brigands who have infested the two provinces under his predecessor's administration will find short shrift.

RUSSIAN POLICY IN THE NORTH.

(Daily Press, 29th December.)

From the telegram of our London correspondent it will be seen that the continued despatch of Russian reinforcements to the Far East, is attracting attention in Europe, and the Odessa correspondent of the Times views with scepticism the allegation that the field hospital staff that is being sent out is intended to combat the plague in Manchuria. There have for some time past been rumours of strained relations between Russia and Japan, and, although the reports have been officially contradicted, it is certain that there is no love lost between the two countries. Should they come into actual conflict, however, we are inclined to think it would be Japan who would start the game. From that point of view the strengthening of Russia's forces in the Far East may be regarded as preparation for an anticipated attack. It is true the attack may be provoked by Russian encroachments upon what Japan may consider her own special sphere, but if there is to be fighting Russia will leave it to Japan to commence it. But over and above possible complications with Japan, Russia is no doubt strengthening her military position for the advancement of the forward policy she has determined upon and which she is now pursuing. The present time, when Great Britain is preoccupied in South Africa may also suggest itself to the Russian Government as favourable for special activity in pursuit of that policy. But even if our hands were free there would be good reason why Great Britain should hesitate before attempting to thwart Russia's policy, so long as our own trade is uninterfered with. This is not a popular view, Russophobia being scarcely less agreeable to the English palate than Anglophobia is to the French. As Lord ROSEBURY remarked in his recent criticism of Mr. CHAMBERLAIN'S speech, we have ever been too ready to flout other nations, and it is no wonder that Great Britain is unpopular abroad. Especially have we been ready to flout Russia, in season and out of season. One of the charges brought against us by foreigners is that of hypocrisy and insincerity, and it must be admitted that the attitude of many Englishmen towards Russia's railway schemes in Asia gives some colour to the charge. For well nigh a century we have been calling out for the opening of China, but a proposal to link Peking up with the European railway system at once excites our violent hostility, because a Russian line would form the main link. For our own part we hold that railway communications in China are to be welcomed no matter by whom they may be established. Instead of opposing the making of Russian railways it would be more to the purpose if Great Britain would promote railway enterprises of her own in order to bring Peking into communication with India and, ultimately, with Egypt and Europe. Still more satisfactory would it be if the spirit of progress could be instilled into China herself, so that she should develop her resources on her own account in as liberal a spirit as Japan has done and is doing. If there were any sincerity and honesty of purpose in China

she would not lack friends who would assist her to preserve her integrity, but while she continues in her present condition she will remain exposed to aggression on all sides. The United States and the various European Powers appear to have arrived at an agreement that in any territory any of them may acquire in China there shall be no curtailment of existing trading privileges, and that is the meaning now attached to the often misused term "the open door;" but none of the Powers appear prepared to guarantee the maintenance of China's territorial integrity.

QUAIL AND THE GAME PRESERVATION LAWS.

(Daily Press, 27th December.)

At the last meeting of the Sanitary Board a letter was submitted from Mr. C. VIVIAN LADDS, the Colonial Veterinary Surgeon, suggesting that the period during which certain classes of game may not be offered for sale should be extended, and that quail, which at present may be offered for sale all the year round, should be included in the prohibition. The Board considered the suggestion a good one and decided to forward it to the Government with a recommendation that it be adopted. Now the question as regards quail was carefully considered in connection with the Ordinance passed in 1884, and when that Ordinance was replaced by another in 1885 (the one now in force) the decision arrived at upon that point was not disturbed. As the law now stands quail are included in the definition of game, and no person may kill or take game without a licence, issued under such conditions as the Governor in Council may from time to time decide; but while pheasant and partridge are further protected by prohibiting their sale during certain months, quail may be and are sold in the market the whole year round. They are generally sold alive. As the question of prohibiting their sale during the breeding season has again been raised it may be useful to recall the reasons by which the legislature was influenced in 1884. As originally drafted the Bill placed quail on the same footing as pheasant or partridge, but when the second reading was reached that ardent sportsman and game preserver, the late Hon. P. RYRIE, said:—"My objection to the Bill is that I am informed quail is held in high estimation by the Chinese, who use it every day in certain preparations of their food, and it might be a hardship to them if this measure is passed. Quail, I believe, are kept for months, and it would be hard to deprive the Chinese of them." The Bill was postponed for the consideration of this point, and at a subsequent meeting Mr. RYRIE formally moved that the word "quail" be struck out of the section. Sir THOMAS JACKSON, who was then a member of Council, seconded, and in doing so said quail was an article of diet all the year round among the Chinese and it would press hardly on them to interfere with them in that matter. The amendment was carried without a division, quail being accordingly struck out of the prohibition. The decision then arrived at may possibly have been a mistaken one, but the onus of showing that it was so rests on those who now advocate its reversal. No attempt has been made to show that such was the case, the Sanitary Board having apparently adopted Mr. LADDS'S suggestion as a matter of course without giving it any consideration whatever. It can hardly be contended, we think, that quail have been becoming scarcer and that they require in-

creased protection on that account. The fact that they are so highly esteemed by the Chinese as an article of their daily diet may in itself afford some guarantee against their extermination.

If any alteration is to be made in the game laws it might be well to authorise the shooting of kites and magpies by the holders of licences. If these birds of prey were not protected, and if sportsmen gave them a little of their attention, there would be a considerable increase of game in the colony. The late Mr. RYRIE'S attempt to breed rabbits on Stonecutters was frustrated by the kites, and oth kites and magpies prey on the young of all descriptions of game, nor are poultry yards exempt from their depredations. It is perhaps not desirable that kites and magpies should be exterminated, even if that were possible but we cannot see that they are entitled to the protection now accorded them.

HONGKONG LEGISLATIVE COUNCIL.

On Thursday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

HIS EXCELLENCY THE GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).

The Hon. J. H. STEWART LOCKHART, C.M.G., (Colonial Secretary).

Hon. H. E. POLLOCK (Acting Attorney-General).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. R. D. ORMSBY (Director of Public Works).

Hon. C. P. CHATER, C.M.G.

Hon. Dr. HO KAI.

Hon. E. R. BELLIOS, C.M.G.

Hon. WEI A YUK.

Hon. J. J. KESWICK.

Mr. R. F. JOHNSTON (Acting Clerk of Councils).

FINANCIAL.

The COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 13) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was carried.

THE PIERS ORDINANCE.

The ACTING ATTORNEY-GENERAL—I beg, sir, to move the second reading of the Bill entitled the Piers Ordinance, 1899. Honourable members will have had the opportunity of reading the objects and reasons attached to the Bill, and I do not think I need go through them now. This matter, sir, has formed the subject of a good deal of discussion between the Government and the pier owners, and this has resulted in the Bill being drawn up in its present form. Apart from this Bill the owners of piers are liable to have their licences determined by three months notice. They were very anxious to be given something in the shape of permanent tenure of their piers and wharves in the view of the valuable nature of the piers and wharves erected in this colony, and it is intended, sir, if this Bill is passed that, leases shall be granted to owners of piers and wharves for a period of 50 years, at the rate for 50 years mentioned in the schedule, subject to revision at the end of 25 years, if thought desirable. I think, sir, the principle of this Bill has been accepted on behalf of the pier owners by a committee appointed by them, and have taken a great deal of trouble in my consideration of the Bill, and in the details connected with the Bill. I think, sir, the compromise suggested in this Bill—a lengthened term for pier owners, this being a great benefit to them, and the increase of rent, which I think is a fair increase of rent—is a fair compromise to arrive at. I understand that the committee appointed by the pier owners have, upon the understanding that their term is lengthened to the period I have mentioned, agreed to accept the scale of rent inserted in the schedule of this Bill.

The COLONIAL SECRETARY—I beg to second, and in doing so I beg to inform this Council that the question of compensation for removal of piers was referred to the Secretary of State for the Colonies, and a reply was received to the effect that while he was not ready to abandon any rights the Crown might possess he was at the same time prepared to consider each individual case on its own merits as it might arise.

The Hon. E. E. BELILIOS—Your Excellency, in comparing this Bill with the Bill which was before the Council some time in the middle of this year, I find that the wharves and piers of the Kowloon Wharves and Godowns Company have been exempted from the operation of the Bill. I feel, sir, that if the case of the other wharves were placed before Your Excellency in their true lights you would also be disposed to exempt them as well from the proposed increased dues. The inadvisability of the proposed measure is so palpable that it needs but little comment from me. The extra taxation is to be imposed now, long after the several steam boat companies have entered into leases with landed proprietors on the Praya for sea frontages, some of these leases running on for twenty one years and long after large sums of money have been expended on the erection of wharves. Some of these wharves have cost as much as one hundred thousand dollars, an expenditure entered upon without the least prospect of a single dollar coming back in the shape of interest for capital sunk there. These wharves being fixtures and passengers having become accustomed to use them, they cannot now well be removed. To tax them now is tantamount to permitting a man to build a costly house on Crown land and then to come down upon him for six or eight times the amount of Crown rent he had reckoned on having to pay when he first acquired the site. It is like taking him unaware and seizing advantage of his helpless condition. The tax will fall on one section of the community—shareholders of the several steam-boat companies, a small proportion compared with the large population inhabiting this colony. The opium farmer benefits by these wharves. They afford him facilities to search passengers landing here with smuggled opium on their persons. I know it for a fact that when the subsisting agreement was being negotiated Sir William Robinson tried his best to persuade the opium farmer to abandon his right of search. This the farmer consented to do, on condition that a large sum should be deducted from the rent he had to pay into the Treasury for the farm. It is therefore evident that the colony benefits by the use of these wharves. Assuming that there were no wharves in the harbour and that steamers coming here were compelled to discharge in mid-stream, it is easy to imagine the state in which our food stuffs would be found if they had to be pitched and dumped overboard helter-skelter into sampans. Imagine these sampans struggling against wind and tide to arrive at the different market places in the city of Victoria! Imagine the state of mind in which house-keepers would be found owing to the delay in these supplies reaching their destination! The total sum to collected from these wharves would be so small that it would assuredly not be worth while causing all this amount of irritation, inconvenience, and disappointment amongst a large number of Her Majesty's loyal subjects. Assuming for the sake of argument, however, that the steamers which use these wharves do no special good to the colony, it cannot be denied that they bring grist to the mill in the shape of passengers coming here en route to different parts of the world. These people stay here for days, if not for weeks, and during their sojourn spend money in the colony, thus in no inconsiderable degree helping to augment the Colonial Exchequer. The services of the river steamers are recognised by the Chinese Government, for in Canton they are allowed certain privileges, privileges that are denied to the ocean-going boats resorting to that port for trade; whereas here in a British colony flying the Union Jack, under which they are supposed to thrive, it is now proposed to mulct them in payment of heavy wharf dues, instead of being privileged, instead of being exempted from paying light dues, and instead

of being subsidised by the State as are the river steamers in Tonkin. I trust these remarks will convince your Excellency that wharves are constructed chiefly for the comfort and benefit of the general public. Consequently the proposed heavy wharf dues should not be imposed upon them.

The ACTING ATTORNEY-GENERAL—Your Excellency, with regard to what has just fallen from the honourable member, I would mention that the piers and wharves mentioned by him were erected under a special Ordinance. Therefore they seem to stand on a somewhat different footing from the other piers and wharves in the colony. With regard to what has fallen from the honourable member as to the increase of rent in accordance with the schedule of this Bill, I would inform the honourable member that Mr. Arnold, who is the secretary to the steamboat company of which the honourable member is chairman, was one of the committee which considered this question, and that Committee suggested certain matters of detail in which they considered that this Bill might be improved, but it was never suggested that the rent which it was proposed to levy was an exorbitant rent as the honourable member seems to think.

The motion was carried.

The Council then went into committee to consider the Bill clause by clause.

No special comment was made until the schedule with the scale of rents chargeable under the Ordinance for encroachments of piers over Crown foreshore was reached, which scale is as follows:—(a) Within the Harbour limits on the Hongkong side:—

For encroachments of 500 sq. ft. or less	\$ 1 0
For encroachments exceeding 500 square feet, but not exceeding 1,000 sq. ft.	180
For encroachments exceeding 1,000 sq. feet, but not exceeding 2,000 sq. ft.	300
For encroachments exceeding 2,000 sq. feet, but not exceeding 3,000 sq. ft.	480
For encroachments exceeding 3,000 sq. feet, but not exceeding 5,000 sq. ft.	660
For encroachments exceeding 5,000 sq. feet, but not exceeding 10,000 sq. ft.	900
For encroachments exceed. 10,000 sq. ft.	1,200

(b.) In any other place: half the above scale.

The Hon. E. R. BELILIOS—I beg to propose that this scale be reduced by one-half. Perhaps you are not aware that for our largest pier under present conditions only \$15 a month is charged. Recently rates have been added to the extent of \$15 a month, making \$30 a month. This new schedule will make the payment three times as much.

The DIRECTOR OF PUBLIC WORKS—I think the honourable member is labouring under a mistake. One pier in the harbour is paying \$215 a month under a special agreement. Of the last eight piers which Your Excellency has sanctioned, seven pay \$75 a month, and they are very willing to pay it, and for the eighth \$90 a month is being paid. They are under special agreements, and under this Ordinance these rates will continue. I have every reason to know that the people have paid the money very willingly and make a very good thing out of it. One of the cases which brought forward this Piers Ordinance last year was a case where the Government got \$75 a month for a small bamboo pier near the Central Market whilst the fortunate owner sub-let it for \$125 a month. That was a case to show what an extremely profitable property these piers are. So I think the honourable member has fallen into a great mistake when he says the maximum amount paid by the Canton and Macao Steamboat Company is \$30 a month.

His EXCELLENCY THE GOVERNOR (jocularly)—No wonder they pay good dividends.

The Hon. E. R. BELILIOS—These arrangements were entered into when the Bill was pending.

The DIRECTOR OF PUBLIC WORKS—With regard to the Macao Wharf the payment of the sum of \$215 a month was agreed to long before this Bill was contemplated.

The Hon. E. R. BELILIOS—Of course I cannot defend my company; but the reason of that was that we were compelled to shift and we had nowhere to go to.

The HARBOUR MASTER—The honourable member mentions the privileges conferred upon the colony by the wharves and piers, but he has not mentioned the privilege granted to the Canton and Macao Steamboat Company, who are

only charged one-third light dues when the boats come in at night and nothing when they come in during the day.

The Hon. E. R. BELILIOS—I have also mentioned that at Tonkin the river steamers are exempt from all dues and are subsidised.

The COLONIAL TREASURER (jocularly)—I think theatres are subsidised there too.

His EXCELLENCY THE GOVERNOR—Do you wish this to be put—that the rents be reduced by one-half?

The Hon. E. R. BELILIOS—Yes.

His EXCELLENCY THE GOVERNOR—This has been before the Piers Committee. The rents in the present schedule are one-half the rents in the original schedule.

The Hon. E. R. BELILIOS—I have only just heard that Mr. Arnold was chairman of that committee.

His EXCELLENCY THE GOVERNOR—Oh no; he was not chairman. He was one of the members.

The Hon. E. R. BELILIOS—He had no authority from the Board to act as such.

The Hon. C. P. CHATER—I may mention for Your Excellency's information, that I have had a good deal to do with regard to this Bill. It originally came forward I think 12 months ago, when General Black was administering the colony an order or regulation was passed putting on a tariff double that which is in this Bill, and an advertisement was put in the *Gazette* stating it was to take effect from a certain date. I appealed to General Black and to the Executive Council very strongly on the subject, and ultimately it was decided to leave the matter in abeyance until Your Excellency's arrival. On Your Excellency's arrival, if you recollect, you took up this question at once, and the matter has been threshed out from that date till now. Nearly 12 months ago the pier owners called a meeting of those interested in piers. A committee was appointed, and if I mistake not Mr. Herbert Smith, of the China Navigation Company, was appointed chairman. They went into the question very thoroughly and submitted their views to me to bring before the Government, which I did. After some negotiations the matter was arranged, and this tariff was what was arrived at by this committee. The only one point which was held over, and for which the Bill has been so long delayed, was with regard to the compensation clause. The owners, like the honourable member opposite, argued that after having spent large amounts in putting down piers and wharves it would be a great hardship if within two or three months the Government ordered their removal without compensation. Their views and also the views of the Government on this point were submitted by Your Excellency, to the Secretary of State; hence the delay. The reply of the Secretary of State was received a short time ago and was submitted to me, and I in turn submitted it to the committee. Mr. Arnold is a member of that committee, and took a very prominent part in it. I think the minutes of the committee were forwarded to your Excellency or to the Colonial Secretary, and they bore Mr. Arnold's signature. It is for that reason I cannot possibly second or help the honourable member with regard to the various points he has brought forward. If the matter had not been gone into as fully as it has I should have been inclined to support him in one or two of the amendments he has expressed, but the matter having been thoroughly gone into by the pier owners and by those who are likely to have piers in the future, and a committee formed of these pier owners having arrived at the conclusions they did, I regret that I for one cannot support him at the present moment.

His EXCELLENCY THE GOVERNOR—Does the honourable member wish the amendment to be put?

The Hon. E. R. BELILIOS—Yes, sir.

The amendment was then put and lost.

His EXCELLENCY THE GOVERNOR—With regard to what the Hon. Mr. Chater has said, I see no reason why I should not read you the Secretary of State's answer on this question of compensation, because I think the pier owners need not be afraid. This was my despatch which I sent in September.

Sir—I have the honour to submit for your decision the following point which has arisen in connection with the rights of this Government over the piers and wharves erected on Crown land and within the waters of this Colony.

"2.—Before the passing of Ordinance 15 of 1889 there were no laws on the subject of piers and wharves, though the construction of some had been sanctioned by Special Ordinance (18 and 19 of 1884.)

"3.—In March 1888 it was brought to the notice of the Government that the rents which were being paid by pier owners or lessees for the encroachment over the Crown foreshore or over the bed of the harbour were much too low and out of all proportion to the value of the piers. The question was considered in Executive Council and it was decided that under Section 68 of Ordinance 15 of 1899 as amended by Ordinance 25 of 1891 a revised schedule should be drawn up comprising increased rates and a new form of agreement.

"4.—Owing to the representations of the pier owners which were supported by the Hongkong Chamber of Commerce, it was considered advisable whilst raising the rents to reduce the rates fixed in the revised schedule.

"5.—The representatives of the wharf and pier owners, whilst expressing themselves willing to pay the increased rents fixed in the revised schedule as amended rent, urge that compensation should be paid to the owner of any pier, the removal of which is required on public grounds.

"6.—I have consulted the Acting Attorney-General on the question of compensation who advises that though the right of removal without compensation undoubtedly exists under the agreement between the Government and owners of piers, a copy of which is attached, the Government has never exercised that right hitherto, and probably would never do so, as such a course would be inequitable, however legally justifiable, and, further, he points out that in the case of the removal of piers under the Praya Reclamation Ordinance 16 of 1889, compensation was paid, which seems to create a precedent.

"7.—Some of the piers at present erected and some proposed to be erected are expensive structures, and it is pointed out that the right to remove them without compensation destroys their value as security, should it be necessary to utilise them for that purpose.

"I endeavoured to define the expression 'Public purposes' but found it impossible to do so in a manner satisfactory to the owners. At present I do not see any purpose for which we should require to remove a pier, save Praya Reclamation, which is already provided for.

"8. I concur in the opinion of the Acting Attorney-General, but as the right of the Crown unquestionably exists to demand removal of piers without awarding any compensation, I do not consider myself entitled to surrender this right without definite authority to do so. I have, therefore, the honour to request that you will favour me with an early decision on this matter and that, in view of the desirability of collecting the increased rents as soon as possible, you will convey to me your reply by telegraph." I got a telegram in reply, but this is the despatch which followed:—

"Sir,—I have the honour to acknowledge the receipt of your despatch No. 257 of the 8th, ultimo, submitting for my decision the question of surrendering the legal right of the Crown to demand the removal of piers and wharves erected on Crown land within the waters of Hongkong, without awarding any compensation to the owners.

"2.—I consider that it would not be advisable to surrender the right, which I am advised Government undoubtedly possesses under the existing law, of demanding the removal of these structures without giving compensation, but it should not be rigorously insisted on under all circumstances, and each case as it arises should be judged on its merits.

"4.—I have already informed you to the above effect in my telegram of the 13th, inst." So you see, although the right is there, I do not think any Government would ever dream of removing an expensive pier for public purposes without giving compensation.

The Bill having passed through the committee stage the Council resumed, and the Bill was read a third time and passed.

THE COMPANIES ORDINANCE.

The Bill entitled an Ordinance to amend the Companies Ordinance, 1877, passed through the committee stage and was read a third time and passed.

DANGEROUS GOODS ORDINANCE.

The Bill entitled an Ordinance to amend the Dangerous Goods Ordinance, 1873, was read a third time and passed.

THE SUMMONING OF CHINESE BY THE REGISTRAR-GENERAL.

The Bill entitled an Ordinance to provide for the summoning of Chinese before the Registrar-General was read a third time and passed.

THE ARMS ORDINANCE.

The next item on the agenda was:—"Committee on the Bill entitled an Ordinance to amend and consolidate the law relating to the carriage and possession of arms and ammunition."

The COLONIAL SECRETARY said with regard to this—With regard to the next item on the Orders of the Day, I beg to inform Your Excellency and this Council that a letter has been received from the Secretary of the Chamber of Commerce asking that this Bill may be still further postponed in order to allow the committee of the Chamber further time to consider it. Owing to the intervention of the Christmas holidays and the absence of certain members of the Committee of the Chamber has not had full opportunity of giving the matter that consideration which the Chamber considers it deserves. I think, sir, that the request for postponement is reasonable, and I would, therefore, suggest that this item be discharged and the further consideration of the Bill postponed for a fortnight.

The ACTING ATTORNEY-GENERAL—I would ask your Excellency's leave to withdraw this item in the Orders of the Day. I may mention, sir, that I have forwarded this afternoon to the Secretary of the Chamber four copies of this Bill, four copies of proposed amendments, and four copies of additional amendments which the Government propose to make in consequence of certain suggestions made by the learned Counsel who addressed us at the last meeting of the Council.

The item was accordingly discharged.

ADJOURNMENT.

The Council then adjourned for a fortnight.

THE ARMS AND AMMUNITION BILL.

THE CASE FOR THE ARMS DEALERS.

At the meeting of the Legislative Council on Thursday, Dec. 21st, a Bill entitled an Ordinance to amend and consolidate the law relating to the carriage and possession of arms and ammunition passed its second reading. A petition against the Bill had been presented by certain dealers in arms in the colony, and Mr. J. J. Francis, Q.C., appeared to lay their views before the Council.

Mr. FRANCIS said Your Excellency, I appear here to-day under the provisions of No. 52 of the Standing Orders of the Legislative Council, which provides that:—"In any case where individual rights or interests of property may be peculiarly affected by any proposed Bill, all parties interested may, upon petition for that purpose, and on motion made, seconded, and carried, be heard before the Council, or any Committee thereof, either in person, or by Counsel." Though formally and strictly speaking I only represent directly the dealers in arms who are of Chinese nationality or Chinese race, I represent indirectly and necessarily all the arms dealers in the colony, because the export trade, the import trade, and the retail trade are so intimately connected as different branches of the same business that it is impossible that one of those branches should be injuriously affected without all the others suffering in proportion. Now, sir, in the first place I venture to submit for the consideration of the Council that the arms business is an extensive one. At the lowest estimate the annual value is half a million dollars. That was the estimate made a couple of years ago, and it must be more now. The arms trade carried on in the colony is carried on with Japan, with Korea, with China, with the Philippine Islands, with Cochin-China, with Borneo, and probably also with Siam. It is a very extensive trade. The first point to which I ask the attention of the honourable Council is this, that the trade is divisible and divisible clearly into two parts—the trade in arms carried on in this colony itself and with the neighbouring mainland of China, and the trade which is carried on from this port with the other countries

I have named, and I submit that the general trade in arms—the export trade from this colony, as necessarily connected with the import trade into this colony—is a trade with which this colony and the laws of this colony ought not to be allowed to interfere, except in so far as such interference may be necessary for the protection of our own interests. The trade in arms, from a battle-ship down to the smallest deadly weapon which is in use, is one of the most important trades carried on in Great Britain itself. We construct, manufacture, and fit out men-of-war for every nation on the face of the earth. Our great manufacturers turn out guns of every description and of the largest and smallest calibre and small arms ammunition of every description, and supply them unhindered by our own Government to every nation in the world, even to nations or people actually on the point of going to war with ourselves. No restriction is placed on the trade in Great Britain itself, and international law places absolutely no restriction on it whatever. The countries at war, the countries to whom the weapons and arms are exported, are left to look after their own interests, to forbid the entry into their own countries of these arms and ammunition. They have got to protect themselves in times of war by cruisers and other means, and if arms and ammunition are being improperly introduced into their respective countries to seize them. But there is no limitation whatever to the export of arms and ammunition from Great Britain itself. The export of arms and ammunition to the Philippine Islands and so on is no breach of any law existing in Great Britain. It is no breach of any English law to introduce them into the Philippines. It may be a breach of Spanish or American law, but the Americans by international law are left to protect themselves. The same observation refers to the French settlements and to Japan and Korea. There is certainly a slight difference with reference to China, but only a slight difference. My clients admit that certain restrictions are right and proper and just in this colony—that the Government has the right, as a matter of self-preservation, to impose such restraint or restriction. The Government ought, therefore to have the means of knowing what becomes of the arms which come into the colony, and to have the means of restraining the sale of them to the Chinese in the colony and in the New Territories, and so far as the provisions of this Ordinance are reasonably necessary for such purposes my clients do not in the least degree object to them. With reference to China and the importation into and sale of arms in China, the Chinese Government ought to be left in precisely the same position as is any other Government. If the importation of arms into China is contraband, is forbidden by the laws of China: let the Chinese Government protect itself. We are only justified in interfering with the entry of arms into China in so far as those arms may be used by robbers and thieves and pirates, as, for instance, in certain portions of the West River at the present moment, in such a fashion as to be injurious to trade there. Wherever we find pirates attacking our trade it certainly would be wise and prudent for us to do all we possibly can to prevent their being supplied with arms, and that is the only reason which can be urged in support of the restrictions contained in this Ordinance. But on the other hand the Chinese Government is entitled to purchase arms and has a right to do it. All honest and respectable Chinese are entitled in the disturbed state of the country to carry arms and ammunition for their own defence. When piracy was so extremely rife in the neighbourhood of Hongkong in the 60's, some very stringent proposals were made—I think by Sir Richard Graves MacDonnell—with a view to checking this piracy. Arms and ammunition were then carried on all junks, and when the attempt was made to disarm them there was a great outcry, and it had to be recognised that there were honest men as well as thieves, and that unless we were prepared to do what the Chinese Government was unable to do—put down the pirates—the honest men must have the means of defending themselves. Therefore it is that from that time up to the present day all vessels going out of this port are entitled as a matter of safety to carry such arms and ammunition as are reasonably necessary for their own

protection. This Ordinance recognises that fact, but how are these people to get arms and ammunition? Hongkong is and always has been the place where the honest men have got their arms and ammunition, and to interfere with or place any serious restraint upon their ability to get the necessary arms and ammunition for their own defence for the sake of preventing thieves and robbers getting arms, seems to me would be very foolish indeed. The pirates and thieves will get arms in spite of everything we can do in this colony, because they will get them in Macao, where the trade in arms is practically unrestricted. If the enforcement of the provisions of this Bill, or even of more stringent provisions, would prevent the pirates and thieves on the mainland getting arms well and good, let them be enforced, but they could have no possible result so far as preventing these people from getting supplies of arms and ammunition. If they do not get them from here they will get them from elsewhere, and the only possible result will be to drive a valuable trade from this colony. As I said before, if the pirates and thieves get their arms here, on the other hand the Chinese Government and the honest people who are fighting against these thieves and pirates are also assisted, and assisted very largely, by being able to get their arms and ammunition from Hongkong. Then provision is made in this Bill for increasing the license fee, which is to be raised from \$10 to \$1,200. I suppose it may be assumed, from the statement made by the learned Acting Attorney-General when introducing the Bill, that the object of this increase is not to raise revenue. Whether that is the object of the Government or not the Chinese will certainly understand it as such. It will be looked upon simply as an additional squeeze. The result of this large increase will be to kill a number of small traders, to kill specially the more respectable of these small traders in arms, who can not afford, their trade being in itself so small, to pay such a fee as the one proposed. Lane and Crawford, from whom most of us when we stand in need of arms and ammunition buy, say distinctly that they will cease to carry on the business if this Bill passes, as they cannot afford to pay the fee; it is not worth their while. If this Bill passes, with the extraordinary restriction upon the transaction of business, the greater portion of the respectable German and other firms in the colony will give up the trade. It will not only be an injury to the colony if they give up the trade, but the trade will pass into the hands of those who are utterly reckless, who will smuggle and speculate and sell their arms to whomsoever they like. I submit that on these broad general principles, which I venture to submit to the Council, this Bill should not be allowed to be converted into law. It contains numerous unnecessary restrictions upon a perfectly lawful and legitimate trade, and the result of these restrictions will be to drive that perfectly legitimate and lawful trade out of the colony and into the hands of our trade opponents. With your Excellency's permission I propose to take the clauses of the Bill one by one and point out how they will bear unfairly on the traders in arms, and I will beg also to point out what are or what seem to be imperfections in the Bill and what are the amendments necessary to the successful working of the Bill if it passes. In the first place I venture to point out that there is no definition of ammunition, and that it is important in the interests of traders that that word should be clearly defined. I would also venture to ask this honourable Council whether it is advisable or necessary to introduce and class as arms, swords, cutlasses, spears, pikes, bayonets, and fighting irons. Many of these weapons are not used to any considerable extent in modern warfare, and the result of their being included in this definition will be that if any member of this Council has an old matchlock or kris on his walls he will either have to be a privileged person or obtain a license. Now in reference to the definition of "possession." Any arms on the body of or in the custody or under the control of any person shall be deemed to be in his "possession," and in connection with that particular clause I would ask attention to the meaning of the word "carry." In the existing Ordinance the word has led to considerable difficulty. In the ordinary sense to carry arms means

to carry arms about your person, to wear a sword, to have a revolver in your belt, to carry a sword cane habitually ready for use, but the word has actually been applied—I believe there is only one decision to the contrary—to a coolie who is carrying arms in a box. If I send down a servant of mine with a revolver to Schmidt's to get it repaired he is carrying arms, he is in possession of arms, and yet in the ordinary sense he is only conveying them. I submit to this honourable Council that some provision ought to be made in this Ordinance which will give a more definite meaning to the words "carry arms," and I think it may be necessary to introduce some other phrase. Now, Sir, my clients most strongly object to the power of granting licenses being vested in the Captain Superintendent of Police. He is so directly concerned in the preservation of peace and good order in this colony that it may be assumed to be to his interest to limit the trade in arms, to limit the carrying of arms, in every possible way, and no matter how impartial he may try to be, he will at all times have a strong feeling which will always disincline him from granting in the ordinary course licenses to carry arms or to deal in arms. The granting of licenses to carry arms should, we submit, remain in the hands of His Excellency the Governor. The Governor will as a rule act not of his own personal knowledge but under advice. That advice will probably be in most cases the advice of the Captain Superintendent of Police, but there is a very great difference between the Captain Superintendent of Police acting without consulting anybody and entirely on his own authority, and His Excellency the Governor, with the full sense of his responsibility upon him, exercising his judgment and discretion on any report made to him by the Captain Superintendent of Police. Clause 5 says:—"No person, who has not a license from the Captain Superintendent of Police for the purpose, shall either carry any arms or ammunition or have any arms or ammunition in his possession in this colony," except to certain privileged persons. Now there again I submit considerable confusion may arise. It wants definition. The words "carry arms" should be applied in their proper meaning of carrying arms on the person. The question of possession is a totally different one. A man may be fairly authorised to have arms in his possession, such arms as I indicated—old weapons, matchlock guns, a bundle of spears from the South Seas, Malay kris or swords—and have them exhibited on the walls of his house. But if this Bill passes no person except a privileged person will be at liberty to have any of these purely ornamental weapons. With reference to the classes of persons authorised to carry arms, the only class I am instructed to call special attention to are the foreign officers, who are to carry weapons of ceremony only. As long as the meaning of the words "carry arms" is indefinite and the words are not confined to their proper meaning of carrying arms on your person, no person belonging to any foreign man-of-war can go into Lane and Crawfords or any other firm and buy a revolver and take it on board his ship without a license, and the question will certainly arise, Is he carrying arms or exporting arms? Which license is he to obtain? I am instructed that a considerable business is done in the colony with French and German officers coming into the port and purchasing arms for sporting requirements, etc. They do not want them for use within the colony but are in possession of them in the colony. They carry them about with them in the streets of the colony and will be liable to be stopped and searched by any police constable—Chinese, European, or black man—who comes across them, to see whether they carry a revolver or a small dagger in their pocket, and may be taken to the Police Station. A very considerable business is done by retail dealers in this line, and if the word carry is not more clearly defined, a foreign officer purchasing a revolver will have to get out a license to possess it in the colony, and another license to enable him to take it on board his ship. The exception to this clause bears out exactly what I endeavoured to lay before this honourable Council in the first portion of my argument. It is provided "that this prohibition shall not apply so as to prevent the owner or master of any vessel from having on board such arms and ammuni-

tion as are reasonably necessary for the protection of such vessel, and provided that in the case of every junk or other Chinese vessel such arms and ammunition shall be described and enumerated in the license or clearance issued by the Harbour Master." It is just as necessary for the respectable Chinese in South China as things are to possess arms and ammunition for the protection of their houses and properties as it is for junk owners. These junks have no license or permit from the Captain Superintendent of Police or the Governor. The simple fact that in the license or clearance issued by the Harbour Master the arms and ammunition on board shall be described and enumerated is sufficient under the provisions of this Ordinance. But how are they to get these weapons or ammunition? They are not for use in the colony but for use out of the colony, and these people will have to get a license from the Captain Superintendent of Police to enable them to go to a shop and get these arms and ammunition, and then they will have to get a permit for the purpose of exporting them or carrying them on board their junk and taking them out of the colony. I am afraid sufficient consideration has not been given to the practical details of the working out of this Ordinance. No attempt has been made to provide for the many different classes of persons and the different classes of circumstances to which it will have to be applied. Then clause 6 says "no arms or ammunition shall be sold to any person for use within the colony unless the purchaser presents at or before the time of purchase a valid license either to carry or to have in his possession such arms or ammunition." That is all very well to apply to residents, but how is it to be applied to persons passing through on board ship? Such a man who wants to purchase a revolver has to get a permit "to have or to use in the colony," and he is not at liberty to take the revolver on board ship without an export license. Such restrictions will utterly destroy the trade. Residents here will have no difficulty whatever possibly if they want to purchase arms, but what is the position of a stranger coming into the colony? He is practically unknown to everybody, and the Captain Superintendent of Police will have it entirely at his discretion to grant or refuse the application. With reference to the question of export, there has been a great difficulty experienced which the amended Bill ought to provide for. There will be two authorities at work. Supposing an export license has been obtained from the Harbour Master, notwithstanding this the man who may be taking the arms on board the vessel will be liable to be dropped upon by the Police and taken to the Police Station for carrying arms without a license. Clause 10 provides that the police may arrest any person on suspicion of carrying or having in his possession arms. I submit that a proper provision is that when a person is suspected of having arms he should be taken to the Central Police Station or the nearest Police Station where there is an inspector, who should be authorised to ascertain whether the suspicion is well founded. But if this section comes into operation any constable if he thinks fit can arrest a person whom he suspects of carrying arms, take him to the Police Station, and bring him before a Magistrate with as little delay as possible. Some provision ought to be made for the proper and reasonable and respectable search of the person suspected to ascertain whether the suspicion is or is not well founded. Again, there is the strongest possible objection on the part of the dealers in arms to the Captain Superintendent of Police having power to grant import licenses. I submit that the Captain Superintendent of Police is not the proper person to have this power. He is strongly prejudiced against any person bringing arms into the colony, good, bad, or indifferent. There is a provision that in case of refusal by the Captain Superintendent of Police to grant a license, an appeal can be made to His Excellency the Governor. But assuming the clause is passed in its present form and an appeal is allowed, it will be absolutely necessary for the purpose of dealing fairly with the persons appealing and enabling the Governor to exercise his appellate jurisdiction, that the Captain Superintendent of Police should be required when he refuses a license to any one to state in writing his reasons

for so doing, so that the person concerned may know on what ground that refusal is based and may bring before His Excellency evidence to contest the ground on which the Captain Superintendent has exercised his power to refuse. Without some such provision the powers given to appeal will be perfectly useless. With regard to clauses 13, 14, and 15, there is no objection on the part of any of these dealers to keeping proper stock books and sale books or to furnishing periodically a return showing the quantity and description of arms and ammunition in their possession on a given day, but there is the strongest possible objection, and a very reasonable objection, to the books being examined by any police constable who, authorised or unauthorised, comes into the store and asks to see the books. The power of examining these books should be confined to certain persons, and if not exercised by the Captain Superintendent written authority should certainly not be given to anyone under the rank of an Inspector, and certainly it ought to be made an offence for the person who examines these books to communicate the contents to anyone who will profit by the knowledge. There might be trade matters in connection with his business which a dealer may not wish to be known to anybody. As to section 19, I submit that however desirable it may be that no arms whatever should be removed in this colony from any one place to any other unless they are securely packed in wooden boxes and distinctly labelled, it will be impossible under this provision; no man, whether he has a licence or whether he has not, can remove a weapon of any description or any ammunition, not even a box of percussion caps, from Lane Crawford's to his house unless securely packed in a wooden box and labelled. Such a provision by itself is enough to put an end to any trade in arms in the colony. If I am going out shooting, and my servant behind me is carrying my gun, he has to have it securely packed in a wooden box and labelled. In connection with clause 20, which gives power to any member of the police force to open and search any box or package containing or suspected to contain arms or ammunition, I submit that this is a power which should be entrusted to a thoroughly competent person, and there ought to be some provision for the punishment of any police constable who wrongly arrests or interferes with a person without reasonably sufficient grounds for believing that there are arms in the box he is carrying. Such a provision as the one in the Ordinance only gives rise to crime instead of preventing it. Section 22 is of precisely the same character. The provision in this section is a very valuable one if properly safeguarded. It is to the effect that the master of any ship may search any passenger's baggage and may give him into custody if arms or ammunition are found in his possession and he cannot satisfactorily account for them. I have a licence to carry arms in this colony, but if I go on board a ship and am going to Shanghai and take arms with me I am exporting; I am not carrying them for use in the colony, and if I have no licence to export arms I have no justification for having them on board that ship and I am liable to be arrested. The greater part of these provisions have a certain amount of justification if properly safeguarded, but as they are they are likely to do ten thousand times more mischief than good. While we may be under certain social obligations, considering our proximity to China, to assist the Chinese Government in preventing rebels and troublesome characters from getting arms, we must also take care that we do not attempt to interfere with honest people getting arms for their own protection, and we must also take care, while we endeavour to serve the Chinese Government, that we shall accomplish the object we have in view. But if this Bill is passed the arms trade will be driven from this place to Macao or elsewhere and arms can be purchased there, so we shall be doing the Chinese no good while we run the risk of doing ourselves considerable injury. With reference to the sale of arms in this colony and the carrying of arms in our own territory, the Government is perfectly right in taking any reasonable measures for the peace and the promotion of the good government of the colony, but when it goes beyond that, and interferes unduly with a lawful and legitimate trade, we are doing what we have no

right to do. I submit that this Ordinance wants a thorough and careful consideration not merely in principle but in its details, and I respectfully ask your Excellency and this honourable Council on behalf of my clients that the further procedure of this Ordinance may be postponed and the whole matter be more fully and carefully considered.

HONGKONG SANITARY BOARD.

The fortnightly meeting of the Hongkong Sanitary Board was held on 21st December. The President (Dr. J. M. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), Mr. E. Osborne, Dr. Clark (Medical Officer of Health) Mr. Fung Wa Chuen, Mr. Chan A Fook, and Mr. C. W. Duggan (Secretary).

THE NEW MEMBERS.

The Secretary reported the appointment by His Excellency the Governor of Major Brown, R.A.M.C. and Messrs. Fung Wa Chuen and Chan A Fook to be members of the Sanitary Board.

MODEL CHINESE TENEMENT HOUSES.

The following letter, dated Dec. 2nd, was submitted from the Colonial Secretary:—

"In reply to your query as to whether the Government is prepared to offer a premium for designs for model Chinese dwelling houses, I am directed by the Governor to inform you that His Excellency does not approve of offering any such premium."

THE CLOSE TIME FOR GAME BIRDS.

A letter dated Dec. 4th was submitted from Mr. C. Vivian Ladds (Colonial Veterinary Surgeon), who said:—

"Part of section 3 of Ordinance 15 of 1885 provides that 'no person shall from the month of April to the month of Sept. both inclusive offer for sale in this colony any pheasant or partridge.' Now as pheasants and partridges pair in March, if not before, I recommend that the Government be asked to amend this part of the Ordinance so as to read, 'And no person shall from the month of March to the month of September both inclusive offer for sale in this colony any pheasant, partridge, or quail,' quail being included in the amendment for the reason that at present these birds are not protected at all, and are therefore offered for sale in the markets during the whole of the breeding season."

The Vice-President minuted—"Mr. Ladds suggestions are good ones. Shooting licenses run from 1st September to 1st March, but under the present law game dealers can sell game for a month after sportsmen are barred from shooting it."

On the motion of the PRESIDENT, seconded by Dr. CLARK, it was decided to forward the suggestion to the Colonial Secretary with the recommendation that it be adopted.

DRAFT COCKLOFT REGULATION.

Draft Cockloft Regulations to be made under section 5 of Ordinance 34 of 1899 were considered in committee and certain amendments agreed to. It was decided to print as amended and further consider the regulations at the next meeting.

THE SCHEME FOR THE EXTERMINATION OF RATS.

The Secretary reported that a communication had been received from the Government approving of the Board's scheme for the extermination of rats.

PLAGUE AND OVERCROWDING.

The papers on plague and overcrowding had been re-circulated for discussion of the matter at yesterday's meeting.

Dr. Clark minuted—"The matter can best be dealt with now by the committee appointed to consider the question of a Trust Fund for Sanitary improvements. Such overcrowding as may exist can be dealt with under the recently passed laws if we are only given the necessary staff asked for by the Board when the estimates were sent in."

The further consideration of the question was postponed for three months. Mr. Osborne remarking on the difficulty which would be experienced in finding accommodation for the people who might be turned out of their houses if the question were dealt with at the present time.

THE PLAGUE AT KOBE.

A report was submitted from the British Consul as to an outbreak of plague at Kobe. A telegram dated Dec. 20th said one case occurred the previous day, and that there had been 13 cases since the outbreak on the 14th November.

THE HEALTH OF THE COLONY.

The death rate of the colony for the week ended Dec. 2nd was 23.4, against 17 for the previous week and 18.6 for the corresponding week last year. The rate for the following week was 22, against 25.1 for the corresponding week last year.

This was all the business.

MAJOR GENERAL LAWTON KILLED AT SAN MATEO.

FIGHTING THE MEN ACROSS THE RIVER.

DEATH INSTANTANEOUS.

[FROM OUR CORRESPONDENT.]

Manila, 20th December.

The death of General Lawton is the saddest and heaviest blow of the war. While everyone who has campaigned with him and witnessed his reckless bravery and contempt for danger, has looked forward to just such an end, yet when the news came it struck men like blows from the shoulder. Never has grief been more widespread, more profound and sincere; the whole army had grown to love their great fearless, energetic, considerate commander and men who once served under him were his voluntary slaves. His Indian campaigns and Philippine successes—the latter finished only last Saturday, when he returned from the north after months of the most astonishing and complete work—led him to be looked upon by the people of the United States as the one man who thoroughly understood the problem and who had the energy and spirit to bring about an early and final solution. He was beginning the end, the clearing up of the southern provinces, which was considered a short matter, when death claimed him.

THE RIVER FIGHT.

But oh! the pity of it, that one so great should die in such a cause, under such circumstances. Such abilities should be matched against a worthy foe. The fatal fight itself was a very ordinary affair, such as may happen every week, and it began at the crossing of the San Mateo river, a place that has been captured and abandoned half a dozen times during the insurrection. Two columns left the deposits and La Loma on Monday and after marching the whole night through a blinding rain storm a junction was formed about daylight some three miles out of San Mateo. Two squadrons of the 11th Cavalry under Colonel Lockett went around the town to the north, while a battalion of the 29th and one battalion of the 27th attacked in the direct front under the personal leading of Lawton. A swift wide river, swollen by the storm, separated the men from the enemy, who were entrenched on the San Mateo bank. From seven to eight o'clock the hottest kind of a fire was exchanged across the river and then an attempt was made to charge across but in addition to the accurate firing from the trenches the current was so strong that the men found it necessary to return to their former positions. A second attack was opened, and this time the insurgent fire slackened a little under the terrific volleys of the infantrymen, and a few men succeeded in getting down beyond the banks and working across. Lawton had been watching the advance from a little knoll some distance behind and above the immediate danger line. For some reason, probably in order to hurry the men up, the General went down on to the lines and directed the men himself. He was dressed in a long, yellowish white rain-coat and a white helmet, and the moment that he came into view the enemy saw the conspicuous figure and recognized its great height, and bullets began to whistle. Lieutenant Breckenridge and Captain Seweloff, his staff, both called his attention to the fact that he was a special target, but the same warning, equally true, had been given a hundred times before, and the General laughed it off. In a minute Breckenridge was hit and fell heavily, and as he was

being lifted the General turned to him to see how serious was the wound.

THE DEATH.

The troops were already breaking over into the town when suddenly the General gripped at his breast with both hands, staggered a moment as though trying to steady himself, and then sank to the ground just as one of his aids reached him. The blood spurted from his mouth and in a minute the noble chief had passed away. He had been shot just about the heart. In the meantime the troops had driven the insurgents from their position and were in hot chase after them up the Manriquina valley. Lockett's cavalry had crossed the river to the north effectually cutting off the retreat to Montalban; thus they were obliged to scatter off in the hills that rise close behind San Mateo. The losses on neither side were heavy, Lawton being the only man killed while some 12 others were wounded.

Three troops of 4th Cavalry went out to Mariquina to escort the funeral party to Manila. The body was carried across the river on stretcher on heads of six stalwart troopers and the next day an ambulance and the three troopers conveyed it to the city.

General Lawton leaves a wife, three girls, and a brave little son, all of whom were in Manila.

RE-OPENING OF PHILIPPINE PORTS.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
Manila, 28th December.

On New Year's Day the ports of Dagupan, San Fernando, Vigan, Lavag, and Aparri are to be opened under Coasting Trade Regulations.

TOWING CONCESSION BETWEEN CANTON AND WUCHOW.

The following is a notification issued by the Magistrate of Chong Ng allowing the Sun On Company to employ steam-launches to tow junks carrying passengers and goods from Wuchow to Canton:—

It is hereby notified that with regard to the petition presented by the merchants named Chung Shui-yung and Leung-Yuen-tsoi, both bearing the ninth official rank, and Wong Kam-wa, bearing the title of Kam Sang, asking permission to establish a Company named Shun On for the purpose of employing steam-launches to tow junks carrying passengers and goods from Wuchow to Canton, the Kwangsi Government have no objection to sanction the proposal. I being Magistrate of Chong Ng therefore grant the said Company the permission as requested, which cannot be otherwise than convenient to merchants and commerce. The terms and conditions framed by the Company and submitted require no alteration, so that the Company is allowed to commence its business at its convenience. All classes of people are strictly prohibited to cause any molestation or obstruction, and the Company is required to transact its business in a regular way, so as not to cause any inconvenience to the merchants.

* Obey this notification. Dated the 5th day, 11th moon, 25th year of Kwang Su.

NOTICE ISSUED BY THE SHUN ON COMPANY.

We beg to notify the public that we have been granted permission by the Magistrate to establish the Shun On Company. All junks carrying goods from any part of Kwangsi to Wuchow and thence to any part of the province of Kwangtung are allowed to be towed by steam-launches. On the 5th day of the 11th moon we received the notification of the Magistrate giving us permission to commence our business. All cargo-junks requiring to be towed by launches as usual should come to the Shun On Company to apply for launches as it is our duty to undertake such work.

The U.S.A. transport *Thomas*, having on board 1,584 officers and men for the Philippines, arrived in Singapore roads on the 16th December. The *Thomas* left New York on the 4th November, and has made a fair passage. The health of the men has been excellent, no cases of sickness having occurred, thus making labour light for the sixteen army nurses on board. She is being followed by the *Meade* and *Logan*, both carrying a similar number of troops.

THE AMATEUR DRAMATIC CLUB'S PERFORMANCE.

"THE MOTHER-IN-LAW."

On Thursday 21st inst., the Amateur Dramatic Club performed "Talfourd Twigg's" farcical comedy "The Mother-in-law." Following so soon after the highly successful performance of "The Magistrate" it would perhaps have been better if the committee had selected some piece that would not have invited such a direct comparison with Pinero's amusing farce. "The Mother-in-law" belongs to the same class as "The Magistrate," but is a long way below it. There are some extremely amusing situations, which on Thursday night threw the audience into fits of laughter, but the play is defective in construction, the elucidation of the plot requiring too many long speeches, and a good deal of the action is forced.

The cast was as follows:—

Major McTurtle	Dr. Francis Clark.
Talfourd Twigg	Mr. H.W. Looker.
Mr. Pownceby	(a Solicitor)
	Mr. F. Percy Harrold
Herr Rosenbaum	(a Theatrical Manager)
	Mr. P. Brewitt
Percy d'Almaine	(an Actor)
	Lieut Walwyn R.W.F.
Jorrocks	(Pownceby's Clerk)
	Mr. C.W. Hay
The Acting Manager	at the "Frivolity" } Mr. E.W. Mitchell
Attendants at the	"Frivolity" } { Mr. Baddeley.
Theatre	 } { Mrs. John Andrew.
	 } { Mrs. Brewitt.
Mrs. McTurtle	 Mrs. Brewitt
Rosa Matilda	(her daughter)
	Miss Hazeland
Mrs. Pownceby	 Mrs. Borrett
Topsy Grey	(of the "Frivolity")
	Mrs. Francis Clark
Susan	 Mrs. John Andrew.

The plot turns on a little deception practised by Talfourd Twigg, the author, who some year previously had written a play which the manager to whom it was sent has now unearthed from his desk and is on the point of producing. In the meantime Twigg has become engaged to Rosa Matilda, the daughter of Mrs. McTurtle, a strong minded lady who has recently annexed Major McTurtle as her second husband. Twigg stands in wholesome fear of his prospective mother-in-law, whom he had incautiously taken as the original of the title role of the play, written before his engagement and imagines that if the piece is produced with his name appearing as the author Mrs. McTurtle will banish him from Matilda's presence. The manager telegraphs to him to come and superintend the rehearsal, and, receiving no reply, one evening he brings Topsy Grey and Percy d'Almaine to the address at which the author is staying, namely, the mother-in-law's. Fortunately the McTurtles are absent at the time, but they arrive before the theatrical visitors have left, and to get over the difficulty Twigg introduces Herr Rosenbaum and Percy d'Almaine as friends just returned from India, while Topsy Grey is introduced as the wife of Pownceby, a solicitor who has called in reply to a communication from Mrs. McTurtle with reference to selling Twigg a partnership. This deception leads to all sorts of ridiculous complications, affording opportunities for a succession of farcical situations.

Mrs. Brewitt, as the strong minded female and champion of woman's rights, was well made up and gave a sufficiently forcible but not exaggerated rendering of the part. Miss Hazeland acted gracefully and intelligently as Rosa Matilda. In Mrs. Borrett, who appeared as Mrs. Pownceby, we have to welcome a new acquisition to the Hongkong stage, and all who saw her on Thursday night would be pleased to have the opportunity of seeing her in some more important part. Topsy Grey, the giddy young actress formerly in the ballet, with an eye to the claiming of damages from susceptible old gentlemen, was represented by Mrs. Francis Clark, who gave a lively interpretation of the character. The small part of Susan was in the capable hands of Mrs. John Andrew, who also appeared in the third act, with Mrs. Baddeley, as an attendant at the Frivolity, and very charming attendants the ladies made.

Amongst the male parts the small one of Jorrocks (Pownceby's clerk) gave Mr. C. W. Hay

an opportunity of displaying the best piece of acting of the evening. His representation of the asthmatical and bilious old man was perfect and quite convulsed the audience. Lieut. Walwyn also threw some individuality into the part of Percy d'Almaine, the aristocratic nin-compoop with a fancy for the stage. Dr. Clark, Mr. Looker, Mr. Harrold, and Mr. Brewitt all gave fair though rather conventional renderings of their respective parts. Mr. Mitchell, as the Acting Manager of the Frivolity, only had to walk across the stage once or twice, and Mr. Baddeley, as one of the attendants, also had a walking part.

By kind permission of Rear-Admiral Fitzgerald, Capt. the Hon. S. C. J. Colville, C.B., and Officers, the Band of H.M.S. *Barfleur* played during the evening.

Another performance of "The Mother-in-Law" was given at the Theatre Royal on Saturday night by the Hongkong Dramatic Club. There was a large audience, including H.E. the Governor, Lady Blake and Miss Blake, H. E. Major-General Gascoigne, C.M.G., and the Acting Chief Justice (His Honour Mr. Meigh Goodman). The performance was a distinct improvement upon that of Thursday evening. Everything went off as smoothly as possible, and the whole entertainment was most enjoyable. The embarrassing situations with which the piece abounds caused roars of laughter. They could hardly have been better put forward than they were. The ladies and gentlemen who took the different parts did credit to themselves, and are deserving of the most hearty congratulations.

CHRISTMAS CONCERT AT THE GOVERNMENT CIVIL HOSPITAL.

The usual Christmas Concert for the patients in the Government Civil Hospital was given on Monday afternoon. Amongst those present were H. E. the Governor and Lady Blake, Viscount Suidale, A.D.C., the Bishop of Victoria, Bishop Piazzoli, Mrs. Gascoigne and the Misses Egerton, Hon. J. H. Stewart Lockhart, Commodore, Mrs., and Miss Powell, Sir Thomas Jackson and Miss Jackson, Colonel Retallick, Mrs. Goodman, Mrs. Ormsby, Mrs. May, the Misses May, Mrs. Keswick, Mrs. Dickson, Mrs. and Miss Hartigan, Captain and Mrs. Hastings, Rev. R. F. Cobbold, Rev. T. F. Johnston, Pastor Kriele, etc., etc.

The programme was altered considerably from its original form, and was as given below. Mr. Ward, who was to have given a pianoforte solo, was unable to play, having injured his hand. Mrs. Vallings's song "Twickenham Ferry" was the gem of the performance. Mr. Stokes's conjuring was excellent and afforded much amusement. The following was the programme:—

PART I.	
Pianoforte Duet ... "Morris dance"	E. German
Mrs. GOODMAN & Miss STELLA MAY.	
Song	"Pulaski"
Lindsay	
Mr. R. F. JOHNSTON.	
Song	"Husheen"
Needham	
Mrs. BADELEY.	
Recitation	
Hon. F. H. MAY, C.M.G.	
Song	"Twickenham Ferry"
Mrs. VALLINGS.	
Phonograph Selections	
Dr. JORDAN.	
Xmas Carol ... "Shepherds shake off"	Beac n
PART II.	
Song	"Willie's gane to Melville Castle"
Mrs. VALLINGS.	
Song	"When other lips"
Balf	
Mr. JUSTICE GOODMAN.	
Song	"Winter"
Scott Gatty	
Mrs. LOWSON,	
Conjuring Performance	
Mr. A. P. STOKES.	
Song	
Mr. LOWSON.	
Xmas Carol "On this day was born" ...	Old Breton

The *Kobe Chronicle* of the 19th December says:—We learn that the German steamer *Ingraban*, which has run for some years on the China coast, has been sold through Messrs. Becker & Co. to the *Seko Kaisha*. She changed her flag yesterday morning and goes into dry dock to-day.

DISASTROUS FIRE AT WEST POINT.**HEAVY DAMAGES.**

A fire which has proved the most disastrous of any known in Hongkong for years past broke out at West Point on Friday night. It will be some time before anything like an accurate estimate of the damage is forthcoming, but it is considered by no means improbable that buildings and goods to the value of close on a million dollars have been destroyed. A heavy drain will be made upon the insurance companies, as the buildings affected are fully insured and local insurance companies have heavy lines on the goods stored in them.

The fire originated in the Chop Yik Godown, which is situated at the back of 258, Praya West. The building was packed full of goods of one kind or another, including matches, sulphur, crackers, tobacco, and bales of cotton cloth. It was about nine o'clock when the fire was discovered, and though the Fire Brigade, under Deputy-Superintendent Baddeley, arrived on the scene with commendable promptitude, the fire had already assumed considerable dimensions, the inflammable nature of the goods stored causing the flames to spread with astonishing rapidity. Shortly after the Brigade had got to work an explosion occurred, and a stage on which Constables Ritchie and Smith were standing collapsed. Ritchie was rather badly injured about the head and had to be taken to the Government Civil Hospital, but fortunately Smith was not much hurt. Inspector Baker and two Chinese firemen were also injured during the course of the evening. Soon afterwards a second explosion took place, completely lifting the roof off the building and throwing the debris into the adjoining street. A quantity of burning debris alighted on a preserve store and the shops Nos. 468, 470, and 472, and set these buildings on fire, whilst the windows at the Gas Works and in a portion of Des Vœux Road were shattered by the concussion.

Quite early the godown to the east and the one to the west of the Chop Yik Godown had caught fire, and the dividing wall being completely shattered by the explosions an area of some 600 square yards was soon one mass of flames. The Fire Brigade had not only the original fire to deal with, but were called upon to cope with the subsidiary fires caused by the flying burning debris. By dint of great exertions they managed to prevent Howard's Godown from sustaining any appreciable damage, and on this they are to be congratulated, as these godowns are very close to those which were ablaze, and it is wonderful how the fire was prevented from spreading to them.

The Brigade worked hard all night, and many of them were on duty all day on Saturday and Sunday. The Chop Yik and two adjoining godowns are completely gutted, and the walls which are left are cracked and weakened by the explosions and the tremendous heat which was engendered.

Later

Further investigation as to the damage done by the fire at West Point shows that the estimate of \$1,000,000 for the three godowns and their contents is about right. The damage to the buildings may be put down at \$500,000 and the damage to the goods at a like figure. Goods to the value of \$300,000 are covered by insurance, and so far as can be gathered the following Companies are interested:—

Chuen On	\$22,000
Commercial and Union	67,000
Tung An	31,000
South British	35,000
Bombay Fire	20,000
North British and Mercantile	10,000
North German	10,000
London & Lancashire	2,000
David & Co.	8,000
Renter, Brookmann & Co.	9,000
China Fire	25,000
Carlowitz	4,000

In addition to the above there is the damage done to buildings and goods set fire to by the debris which was sent flying in all directions by the explosions, the goods in the leather godown being insured by Messrs. Siemens & Co. to the extent of \$125,000.

At the Magistracy on Tuesday a coolie was sentenced to six weeks imprisonment for stealing from the leather godown.

The keeper of the godown where the fire originated and also the owner were charged at the Magistracy on Tuesday with storing explosives without a license and were remanded.

THE PATRIOTIC FOOTBALL MATCH.**ROLL UP EVERYBODY.**

Our country is fighting all she knows, for a tough old man is Paul, And her soldiers and sailors are rolling up, for they hear their country's call. And he we are having a football match, a fight of another kind, To get together a bit of brass for those who are left behind.

So Roll up! Bowl up! Turn up on every side
It isn't so very far to walk if you haven't got cash to ride.
Only ten cents for a standing seat, so line up in a row,
And Roll up! Bowl up! Pack up your kit and go.

Tommy's a missus and kids at home and the grub will be getting short;
And a white-haired mother looks out for Jack whenever he gets in port.
And the missus and kids will want feeding if Tommy's laid under the grass.
While Jack's old mother will sorely miss his monthly bit of brass.

So Roll up! Bowl up! Put down your dubs at the gate,
Squat on your hunkers along the line, for the football will be great.

Don't forget to give 'em a shout whenever the game gets slow,
And Roll up! Bowl up! Get on your dubs and go.

The Army and Navy are lively boys when they get on the football field,
And when the Civilian blood is up they would sooner die than yield.
Each man's going for all he's worth and both sides mean to win
And everybody must help the fund with their little bit of tin.

So Roll up! Bowl up! Bring along all your pals,
Stick your clay in your pocket, and a wink in your eye for the gals.

Don't get crawling beneath the rope. And cheer for all you know
And Roll up! Bowl up! Pick up your feet and go.

'Twill be "Lift her a good'un Nobby" and "Ginger he's got pluck,"
"Jock'll give him a passage if he touches a bit of luck"

"Pay up there ye flat feet!" "Now, Georgie, bring'er along"
"D'yer see that long legged cove in white, 'e can't do nothin' wrong."

So Roll up! Bowl up! Give 'em a bit of a hand
Take a hitch in your reach-me-downs and a pull at your leather band.

Don't yell out at the referee when you hear the whistle blow.
And Roll up! Bowl up! Shove up a bit and go.

E

PRIZE DISTRIBUTION AT BELLIOS PUBLIC SCHOOL.**INTERESTING ADDRESS BY THE HON. W. MEIGH GOODMAN.**

There was a large attendance at the annual prize distribution which took place at Bellios Public School on 21st December, when under the conductorship of Mrs. Tuteher, the acting head mistress, an interesting programme was gone through by the children, including physical drill, song "The ash grove," dialogue "Unity is strength," pianoforte duet Misses Ella King and Maude Parker; and some exercises with Indian clubs by Miss Alice Lesbirel.

The Hon. W. MEIGH GOODMAN (Acting Chief Justice) occupied the chair and distributed the prizes, after which he delivered the following address:—Many of you will remember that, on a former occasion, your prizes were distributed by Sir John Carrington, who takes a great interest in education. In his absence I have been appointed to act as Chief Justice: and, I presume, it is to this fact that I owe the honour of having been asked to occupy on this occasion the position in which I now find myself. I need hardly say that it has given me much pleasure to be here, to listen to your music, to see your physical drill, and to hand to happy recipients the prizes they have gained by industry, ability and good conduct. You will be glad to hear that I do not propose to-day to deliver any elaborate address upon the subject of education. Many wise and dis-

tinguished men have spoken and written upon that subject. Most of them have their own views as to the relative importance of different branches of education. Many of them have special hobbies, and when you know the subjects in which they, themselves, are great and shining lights, you may reasonably assume that those are the subjects to which they think other branches of education should be subordinated. One would have supposed that at all events they were all agreed that reading, writing, and arithmetic were elementary essentials. Ruskin, the great art critic, does not, however, seem to be of that opinion. I was reading his life the other day. On one occasion, he advanced some money to a mason, and handed him the receipt to sign. The mason hesitated, looked rather sheepish, and then said he must put his mark, as he could not write. Thereupon Ruskin took him by both hands and said, "I am proud to know you," adding "Now I see how it is you are such an entirely excellent workman." Well, with all due respect to Mr. Ruskin, I see no reason why knowing how to write should have diminished the man's skill as a mason. On the contrary, I feel sure that such ignorance must have been a great drawback to him, and occasioned him much regret and mortification. So much for educational hobbies. I was glad to find from the report of the headmistress that there are no less than 302 names on the register, and that the average attendance this year has been fully 12 per cent. higher than in 1898. Now, all the girls at this school may be divided into three classes: First, those who have tried to gain a prize and have succeeded in doing so; next, those who have tried to gain a prize, and have failed to do so; lastly, those who have never taken the trouble to exert themselves to try and gain a prize at all. As regards those in the first class, I can only offer my congratulations and the hope that in life they may be as successful as at school. As to those in the second class, I can only say they have my sympathy, and I should like to remind them of the good old adage, "If at first you don't succeed try, try, try again." Do not only try once more, but often. The advantage is that such repeated efforts are likely to attain success, and, in any case, even if you should not gain a prize you will learn a great deal more than if you had not done your best. If you try hard to get to the top of a hill to see the country around, even if you fail to quite reach the summit you will see much more than those can who remained in the valley below. As to the third class, we had better divide them into an upper and lower third. The upper third may consist of those who feel they are not good at book work and that other girls are so much cleverer than they. To those I can only say that, in life, I have seen many a slow, steady, persevering, industrious person succeed far better than those who have fancied that smartness can take the place of quiet industry. Now come to the lower third, the genuine lazy brigade. I will not ask them to hold up their hands. (Laughter.) Let us hope their number is very small indeed. To them I can only say that this world was never intended to be a paradise for drones. If they are anxious to be amongst the failures in life, they are very likely to obtain their wishes; only they are too young to realise what that will mean some day. Boys and girls were never intended to vegetate, else they would have been born vegetables, as for instance, cabbages or potatoes. Then, at all events, they would have been of some use, especially about dinner time. But now let me add a few words to all of you who are pupils here. Do not suppose that when you leave school your education is completed. It is only begun here. The great world around us is the real school which we must all attend, all through our lives. We only leave it when we die. It has great prizes, and it can inflict severe punishments, and its discipline and teaching go on unceasingly. Instead of mere book-work, we are taught the great lessons of life, taught by experience what is true wisdom and what is folly. We find we cannot always have our own way, and that it would not be good for us if we could. We find how little we know, and how much there is to learn. We find that success can only be gained by steady striving. We are taught that to be happy we should have an object in life, and try to live

for others as well as for ourselves, I am inclined to think men are more selfish than women. I believe a loving, unselfish daughter, a kind unselfish sister, even if she is far from clever in book-works carries sunshine with her wherever she may be found in family life. The great object we should place before us is to try to make at least some, in the little circle of our daily life, happier and better for having come in contact with us. If you try now to acquire habits of industry and thoughtfulness for others, you will find the school of the world a much pleasanter place than it will otherwise prove to be. Above all, you should remember that this world is but the preparation for the life that comes hereafter.

The following is the report of the Acting Head Mistress on the work of the past year:—

Belilios Public School.

9th Dec., 1899.

The Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary, Hongkong.

Sir,—I have the honour to forward you the 9th annual report of the Belilios Public School.

Attendance.—Except during the months of June and July, when plague was so prevalent in districts surrounding the School, the attendance has been eminently satisfactory, the average for the year being fully twelve per cent. higher than in 1898. The names on the Register of the English division number 172, and 130 in the Chinese division.

Staff.—Mrs. Bateman left for England on the 14th of March. I had returned on the 19th of February previously, and was appointed Acting Head Mistress during Mrs. Bateman's absence. To supply the vacancy thus caused in the Junior Department, Miss Ella King was appointed temporary pupil teacher for the period of Mrs. Bateman's absence. The rest of the Staff remains unchanged.

Examination.—The Annual Examination was held on the 12th, 13th and 14th July by the Inspector of Schools.

Library.—Forty-six new books have just been procured from England and added to the Library, bringing the total number of volumes up to 330. These are a very great boon to the pupils, many of whom are entirely dependent on the Library for reading material.

Recreation.—The tennis court in the Recreation Ground is now an accomplished fact, and is fully taken advantage of, especially by the Senior Girls. Drill with Indian Clubs has been introduced with very satisfactory results, and supplies the needed indoor exercise.—I have the honour to be, Sir, your obedient servant,

E. TUTCHER,
Acting Headmistress.

The following is the prize list:—

ENGLISH DIVISION.

1st Class.—Ethel Long, 2 Maude Parker. Home Studies.—1 Ethel Long, 2 Annie Parker.

2nd Class.—1 Lily Long, 2 Letitia King, 3 Minnie Lenfesty. Home Studies.—1 Lily Long, 2 Letitia King, 3 Johorah Mahomed.

3rd Class.—1 Alice Lesbirel, 2 Nellie Olson, 3 Lily King. Home Studies.—1 Alice Lesbirel, 2 Nellie Olson, 3 Lily King.

4th Class.—1 Sarah Lee, 2 Alice Vanstone, 3 Myra Chun Yut 4 Fatima Kia.

5th Class.—1 Minnie Sutherland and Florence Lambert (tie), 2 Eva Rodger, 3 Eva Sheffield, 4 Olive Humphreys.

6th Class.—1 Ethel Parker, 2 Wong Wai Chun, 3 Hannah Rodger, 4 Ida Noma and Annie Neill (tie).

7th Class.—1 Lizzie Vanstone, 2 Doris Chun Yut, 3 Nancy Sutherland, 4 Esther Noma and Yut Oy (tie).

8th Class.—1 Alice Hanson, 2 Ethel Hanson, 3 Rachel Levi, 4 Victor Sheffield.

9th Class.—1 Dolly Pomeroy, 2 Margaret Rodger, 3 Sophie Joseph and Willie Hanson (tie), 4 Irene Coleman and Ah Soo (tie).

10th Class.—1 Ah Fung, 2 Charlie De Silva and Mu Yung (tie), 3 King Chan, 4 Edgar Abraham.

Map Drawing.—Johorah Mahomed.

Drill.—Alice Lesbirel, 2 Dorothy Lambert.

Needlework.—1 Lily Long, 2 Daisy Mather, 3 Julia Pearson.

Chinese Embroidery.—1 Johorah Mahomed, 2 Mo Ching.

Attendance.—Ethel Long, Johorah Mahomed, Kitty Abraham, Alice Vanstone, Minnie Sutherland, Georgina King, Mary

Peterson, Lizzie Vanstone, Alice Hanson, Willie Hanson, and Alice Alves.

Dux of school.—Ethel Long.

Special Prize by His Honour Mr. Justice Goodman for Diligence and Good Conduct.—1 Kitty Abraham, 2 Dorothy Mengens.

CHINESE DIVISION.

For Full Marks in Arithmetic.—Ho Shuh Un, Chan Yu Chi, Lo Yut Sin, Hung Ngan, Yeung Wong Yan, Leung Yun, and Li Sun Kan.

For Full Marks in Geography.—Ho Shuh Un, Wong Ho, Lo Yut Sin, Heng Lei, Leung Mi Kan, and Wong Sai Yeung.

For Chinese Literature.—1st Class.—1 Lo Yut Sin, 2 Ho Shuh Un, 3 Wong Ho.

2nd Class.—1 Ho Sin, 2 Li Mi Yuk, 3 Mak and Hung San Ying (tie).

3rd Class.—1 Chin Sin, 2 Yut Mui 3, Chan Mi Yung, 4 Li Sui Ha.

4th Class.—1 Lo Kui and Li Sui Lim (tie), 2 Chin Su, 3 Chau Sui Hin, 4 Lam Tsoi.

5th Class.—1 Ip Siu Lan, 2 Ho Kum Man, 2 Li Yut Ho, 4 Chan Wo and Wong Sai Mui (tie).

For Chinese Embroidery.—1, Wan Lau Kiu, 2 Ho Sin, 3 Ma Sin, 4 Pang Yung, 5 Cheung Lim.

DONORS OF PRIZES.

The Acting Head Mistress desires to tender her thanks to the following gentlemen who so generously subscribed to the prize fund:—

Sir Thomas Jackson, Hon. E. E. Belilios, C.M.G., Hon. J. J. Keenick, His Honour Mr. Justice Goodman, Rev. R. F. Cobbold, Inspector Hanson, Messrs. A. W. Brewin, B. Byramjee, R. Cooke, D. B. Crawford, Gibb, Livingston and Co., D. Gillies, Holliday, Wise and Co., Kelly and Walsh, G. J. W. King, H. N. Mody, Price and Co., A. S. Watson and Co., Chan Pat, Chau Tung Shang, Dera Wing, Fung Wa Chun, Ho Fook, Ho Tung, Lau Wei Chun, Li Shing, Man Yu Tong, Tsui Man Kok, See Woo, Wei Lun Shek, and Yuen Lai Chuen.

PRESENTATION OF THE REGATTA PRIZES.

SPEECHES BY HIS EXCELLENCY THE GOVERNOR AND COMMANDER HASTINGS.

The Prizes won at the Regatta were distributed on the 21st December in the Gymnasium attached to the Victoria Recreation Club. Commander Hastings (chairman of the club) occupied the chair. There was a good attendance, including Mrs. Hastings. His Excellency the Governor (Sir Henry Blake, G.C.M.G.) Viscount Suidale, Hon. J. H. Stewart Lockhart, C.M.G.; Mr. A. G. Romano, Portuguese Consul; Mr. M. W. Slade, Mr. Hart Buck, and Mr. W. M. Watson.

The CHAIRMAN said—Ladies and gentlemen, our forty-third regatta closed yesterday, and these are the last Regatta prizes that will be distributed in this old Gymnasium where so many victorious competitors and stout carmen have been so lustily cheered. We had hoped for the active cooperation of the Kowloon Club, and certainly have had their moral support, which we trust may be converted into material aid at some future date when their modesty will not be quite so conspicuous. (Applause.) Croakers have not hesitated to say that this is the last regatta that will ever be held under the auspices of the V.R.C., but false prophets are no new invention of the nineteenth century. It is true that for a time we shall probably have to move down to Blue Buildings but your Committee hope to be able to tell you at the Annual Meeting that the Admiralty will give us a site west of the new dock wall. (Applause). The weather was unfavourable for the sailing races yesterday which will have to be resailed—the open boats on Saturday afternoon and the yacht race on Wednesday next. We should have liked to have seen more entries for the rowing races, but the competitors themselves left nothing to be desired. The races were stoutly pulled and the finishes close, being doggedly rowed to the post. We cannot but sympathise with the Portuguese crew in the International race at their not winning. However, both crews could not win, and they made a splendid race of it whilst

having the satisfaction of knowing that had they beaten the same crew for the Ladies' Prize the previous day. The Scotchmen are to be congratulated on their win, especially Armstrong, who was really ill, and Caldwell for his excellent judgment, but Caldwell must have been very ill indeed if he had not shown that. (Applause.) Friederick's crew won the German Cup in grand style, and he is to be warmly congratulated for the sportmanlike style in which he brought on his crew. The prizes have been well and evenly won, and so I hope joy and happiness will be distributed all round. I will now ask Lady Blake, who has kindly consented to do so, to distribute the prizes.

Lady Blake then distributed the prizes. The Victors in the International Race, whose appearance roused much enthusiasm, marched off to the strains of the bag-pipes lustily known by Piper Hogg.

Captain Amesbury, of the *Adolph Oberg* was presented with a handsome silver tea service for the kindness he displayed in giving the use of his ship as flagship, and the efforts he made on board for the comfort of the spectators.

The CHAIRMAN having thanked Lady Blake for her kindness in presenting the prizes and handed to her a bouquet.

His EXCELLENCY the GOVERNOR said—Ladies and gentlemen, Captain Hastings wishes that I should say a word or two as to the Club. As he has said, this is the last time probably upon which the prizes will be distributed in this old gymnasium which has been the scene of so many happy gatherings. I know the present position of the Victoria Recreation Club is a very peculiar and painful one. You are being turned out of your old place, and so far as I can gather no arrangement has yet been entered into that would be satisfactory for carrying on the Club in the future. I believe that a memorial or petition is being prepared, and I wish to tell you that so far as I am concerned I am heartily with the Club in your anxiety to get proper accommodation when you are turned out of your present buildings—(loud applause)—and, so far as I can assist I shall assist you in every way in my power in receiving accommodation elsewhere. (Applause. I think the Club is to be congratulated upon the regatta. I was present yesterday—I was not able to be there the day before—but yesterday I think the Secretary of the Club and the members of Committee are to be congratulated upon the way in which this regatta has been carried out. (Applause.) Everything was up to time, and the races were well contested, and in speaking of the races I must say I think that the Portuguese crew deserve every credit for the way in which they pulled out the German Cup race after the trying race they had in the early part of the day. (Applause.) Although this is the last time, probably, that you will be assembled here for the purpose of having your annual presentation of prizes after the regatta, I hope it will be by no means the last time that the large number of members of the Victoria Recreation Club will come together in years to come to receive and applaud the crews who had been successful. (Applause.) I wish the Club every success, and I congratulate you upon the success of the year's meeting. I realise the benefit of this Club for the large number of young men who belong to it. I hope the Club will yet have before it many years of prosperity, and many years of recurring good sport in its annual regatta. (Loud applause.)

The proceedings terminated with cheers for Lady Blake, the Chairman, the Hon. Secretary, and the ladies.

H.M.S. *Woodcock* was to leave Shanghai for the Upper Yangtze about the 23rd December, and H.M.S. *Woodlark* five days later.

The *N. C. Daily News* of the 21st December says:—The Indo-China steamer *Pechili*, from Wuhu, was towed into port yesterday by the Company's steamer *Loksang*, in a crippled condition. She left Wuhu with a full cargo for Swatow, and on Monday night, when in the vicinity of Plover Point, the face of the high-pressure cylinder broke, consequently she had to come to an anchor and await assistance. Her repairs will take several days, when she will continue her voyage.

THE P. & O. POCKET BOOK.

Travellers by the P. & O. steamers, whether outward or homeward, will find the interest of the voyage enhanced by the companionship of the Company's Pocket Book, a new edition of which has just made its appearance. The first edition, of ten thousand copies, was issued in 1884, but has long been out of print. The present issue, we are told in the preface, is partly old and partly new, but where the information belongs to the former category it has been brought up to date. The book contains a number of maps and photogravure illustrations, Hongkong being one of the places deemed worthy of pictorial representation. There are also plates showing the British and Colonial flags, National flags, and the International Code of Signals, also tables of distances, speed, time, weights and measures, etc. The chief interest of the book lies, however, in the descriptive articles, of which the following is the list:—"The P. O. Company," by Sir Thomas Sutherland; "En Route," by An Old Traveller; "Le Canal de Suez," par Le Comte Charles de Lesseps; "Egypt," by Stanley Lane-Poole; "Notes for a Tour through India," by Sir Edwin Arnold; "China," by Sir Thomas Wade; "Japan," by Henry W. Lucy; and "Australasia," by Hume Nisbet. All of these are extremely interesting and will stimulate the reader's desire to travel.

Of special interest is Sir Thomas Sutherland's short article on the Company over whose fortunes he has so long and ably presided. British residents in the Far East, while recognising the good work done by the Company now and in the past, and entertaining an affectionate regard for the old hong flag under which so many of them have spent pleasant days of travel and come safely through storm and tempest, nevertheless entertain a little grievance against the Company, inasmuch as they would like to see through mail steamers placed on the China run for the accommodation of the growing passenger traffic, for which foreign lines are now making such a strong bid. The change at Colombo is objected to, and when transit without transshipment can be had under other flags considerations of personal convenience are apt to override the inclination to travel under one's own national flag. The Company is this season sending two of its mail steamers straight through and we hope the experiment will convince Sir Thomas that the China passenger traffic is better worth catering for in this respect than he has hitherto given it credit for. Although in his article Sir Thomas Sutherland does not specifically discuss the grievance here alluded to, the following remarks indicate the view he holds upon it:—

"Perhaps the most conclusive proof that speed and regularity must be paid for, may be found in contrasting the conditions of a modern mail steamer with those of a cargo steamer of the same period. Take one of the late type of both kinds. The mail steamer, with a speed of 18 knots, has when loaded and coaled a displacement of 11,485 tons, and the weight of cargo which she carries at that displacement amounts only to 2,057 tons. On the other hand, the cargo steamer, capable of steaming 12 knots (which is considerably above the speed of the ordinary type of cargo vessel), has when loaded and coaled a displacement of 13,054 tons, but the weight of cargo which this latter steamer can lift amounts to 7,376 tons. A comparison of the coal consumption and other items of expenditure would present an equally startling contrast, but to point the moral in this matter, it will probably be enough to add that the mail steamer here alluded to cost a quarter-of-a-million, and the cargo vessel, which is fitted in a superior manner for her class, cost only seventy thousand pounds, or little more than a fourth of the price of the mail ship. Looking at these simple facts it is easy to understand that steam vessels of high speed would not be found in the Eastern trade (where the passenger business is comparatively small in extent and the season of short duration) except for the purpose of carrying out a mail contract."

The force of the argument here put forward may be admitted, but nevertheless we think the China passenger traffic, which is growing at a phenomenal rate, would, if sedulously cultivated, help to keep the Company's dividend up to last year's handsome figure of twelve per cent.

The extracts from the Company's regulations that are included in the Pocket Book indicate the care and attention that are given to the safety of navigation and the comfort of passengers. As passengers are always interested in the table arrangements we make the following extract from the instructions to the pursers and stewards in charge:—

"The point aimed at by the Directors in the victualling arrangements which are here detailed is that of providing a liberal and tasteful system of messing on board the Company's ships, the result of which will be, in the first place, the entire contentment of passengers, and in the next, economy of the provisions. It is not the first object of your work to keep down expenditure, but it is your first duty to see a table of superior quality maintained on board your ship, and your passengers thoroughly well satisfied."

FOOTBALL NOTES.

BY QUIDNUNG.

25th December.

The week's results:—

ASSOCIATION.

Monday, 18th Dec.

Hongkong F.C. 2 goals, Officers of the Navy one goal.

Wednesday, 20th Dec.

Hongkong F.C. A team 2 goals, H.M.S. Orlanda one goal.

Thursday, 21st Dec.

Royal Engineers 1 goal, V.R.C. nil.

Friday, 22nd Dec.

(Shield tie).

Engineers' Institute 2 goals, F Co. R.W.F. 2 goals.

Saturday, 23rd Dec.

(Shield tie).

G. Co. R.W.F. 3 goals, V.R.C. nil.

Whilst on every hand the desire to help on the Sailors' and Soldiers' Families' Fund is so manifest, it is only right and proper that footballers should come forward and do their share. The idea of playing a couple of matches, one Association and one Rugby, is a happy one and one it is needless to say that is bound to bring substantial aid to the deserving object. The Association game is fixed for Saturday next the 30th instant (see advertisement columns), and the Rugby game will probably be played the Saturday following, January 6th. The games arranged are the most interesting possible, so all lovers of the sport are bound to be in attendance. Extra stand accommodation is being provided and with such a worthy cause, none, whether interested in the game or not, will have excuse for absenting themselves.

Considering that there were only seven matches to be played and that the first was played on November 18th, the first round of the Shield ties is occupying an altogether too long a time.

When the games are dribbled off in this manner half the interest goes out of the competition and the ordinary person loses the run of affairs entirely. The tie Hongkong F.C. versus 25th S.D., R.A., was fixed for December 30th, the very last playing day allowed for the round, but, as this date is now wanted for the match on behalf of the South African Fund, and as it does not suit the convenience of the teams to meet earlier, a week's extension of time has been granted them by the Shield Committee. When there are seven or eight weeks for a game to be played in, it seems bad management to arrange it for the last available day.

The Shield game played on Friday between the Engineers Institute and F Co. R.W.F., and which resulted in a draw after extra time, was rather a surprise, as it was expected that the Engineers would win comfortably. F Co., however, gave them a pretty warm time and I have no doubt will do so again when they meet in the play off. The Engineers attribute their lack of success to bad goal-keeping, but I think there was a little of this on both sides.

Notwithstanding its vicissitudes the Victoria Recreation Club got together a team and contested its Shield tie on Saturday. G Co. had all the best of the game and scored once in the first half and twice in the second the result being,

G Co. R.W.F. ... 3 goals

V.R.C. ... nil

The soldiers might easily have won by a larger margin, as they missed many chances.

The V.R.C. have not won a game this season and have only scored one goal; but they have done their best. They cannot expect to do much better until their players are more loyal. If a couple of their old members, now playing for the Club, and another couple, new in the ranks of the Engineers, were back with them, they would not be the despised eleven they are at present. There is much virtue in an "if."

The latest displays of the Hongkong Football Club have not impressed me at all favourably. Valued on their last game against the Officers of the Navy the team is not up to much. I don't know that my opinion is worth much, but such as it is I give it. I think they would be doing well to revert to their old line of forwards, Lowe, Green, Noble, Hancock, and Danby. If C. T. Kew is not able to play, Danby might be brought to half back and Ross introduced into the forward line. I don't think at present they can improve on Jenkins at right half. By the way, what has become of Hall? At the beginning of the season he was played once or twice at full back. From what I saw of him then I thought he would with practice develop into a very good half. Speaking of the forwards again I would say that I am decidedly of opinion that Noble should play in the centre. I have no figures but I am certain that Noble has scored more goals for the team than any man that has played for them during the last three years. A man who can score goals is the one to play centre forward.

This, moreover, is not his only good point for although at times he gets erratic (who does not) he can obtain control of the ball quicker than most and, whilst always working hard, seldom gets flurried. However, I don't know that the composition of the Club team is a matter which concerns me.

GOLF.

NAVY V. CLUB.

Played at Happy Valley on the 25th December. Scores:—

NAVY.		CLUB.	
Mackenzie Grieve	5 up	Burney	5 down
Leeke	1 up	Palmer	1 down
Davison	6 up	Ryan	6 down
Cochran	8 down	Tomas	8 up
Field	0	Stewart	0
Hastings	2 up	Taylor	2 down
Hall	4 down	Ram	4 up
Whitelegge	0	Izat	0
Forbes	11 up	Dalrymple	11 down
Medgley	3 up	Morris	3 down
	28 up		12 up
	12 down		28 down
	16 up		16 down

HONGKONG HIGH LEVEL TRAMWAYS CO. LIMITED.

The fifteenth general meeting of the shareholders in the Hongkong High Level Tramways Co., Limited., was held on Thursday at the Company's Offices. Mr. Hart Buck presided. The other gentlemen present were; Messrs C. Ewens, J. Orange and C. W. Dickson (Consulting Committee); J. Jupp, A. H. Mancell, G. Stewart, and W. C. Taylor (Secretary).

The Chairman said—Gentlemen, with your permission I will follow the usual custom, and take the report and statement of accounts as read. I am pleased to be able to congratulate you on a successful year's working; our traffic receipts showing an increase over last year of more than \$11,000. To arrive at this result naturally our working expenses have also been considerably larger, and you will notice the salaries and wages show an increase of \$1,618.95, and that of maintenance and repairs of \$3,599.44. This additional expenditure has been principally caused by our largely augmented service, which has necessarily led to increased wear and tear, especially on our ropes, two of which were worn out in seven months. I am pleased to say, however, that our present rope is wearing much better, and as the makers at home now know the exact temper of steel that is necessary we can, I think, look forward with confidence to our future ropes lasting much better. Before moving the adoption of this

report and accounts I shall be very pleased to answer any questions shareholders may wish to ask.

There being no questions, the Chairman proposed the adoption of the report and accounts.

Mr. G. Stewart seconded.

Carried.

The Chairman proposed that Messrs. C. Ewens, J. Orange and C. W. Dickson be re-elected to the Consulting Committee.

Mr. Mancell seconded.

Carried.

Mr. Ewens proposed the re-election of Messrs Fullarton Henderson and W. H. Potts as auditors.

Mr. Jupp seconded.

Carried.

The Chairman—That is all the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow morning. Thank you for your attendance.

THE EWO COTTON SPINNING AND WEAVING CO. LIMITED.

The fourth ordinary meeting of the proprietors of the above Company was held at the offices of the General Managers, Messrs Jardine, Matheson and Co. the Bund, on the 22nd December, Mr. R. Inglis presiding. There were also present Messrs J. Prentice, A. McLeod, C. S. Taylor C. H. Ross, Lee Tee-san, Tong Kidson, J. Kerfoot, C. Buchanan, C. E. Anton, Brodie Clarke, D. Landale A. Cushny, and G. R. Morris (Secretary.)

The Chairman said—Gentlemen, the report and accounts have been in your hands ten days so that I think by this time we may take them as real. The position of the cotton spinning industry in Shanghai is by this time well known to all interested in it and on this subject I need not occupy much of your time, but there are items in the accounts which I can perhaps refer with interest to you. It is mentioned in the report that there is still some preparing machinery to arrive and its cost will amount to about £40,000. It was not embodied in our original order, but as we gained experience we found it advantageous to spin lower counts rather than the higher ones and the lower we go in count the more preparing machinery is required to keep all the spindles running. In England where they spin mostly 32s. about 3 rooms of spindles to one room of preparation are needed, but for average 13s. which are mostly spun here, about two rooms of preparation are required to one room of spindles. This year's accounts of the different mills in Shanghai will, I think, show their costs in full, and although we have as yet only one with which to compare the cost of the Ewo mill it is gratifying to find, notwithstanding pessimistic ideas of the high price of Platt's machinery, that even with £40,000 to be added for the preparation coming on the book cost of our plant will work out to only Taels 19.30 per spindle against Taels 19 per spindle at the other mill. It is not necessary to say much of the sum of Taels 115,000 at debit of mill extension, which extension was not proceeded with when we found that cotton spinning was not the great money making business it was imagined to be when mills were promoted here. Our profit and loss account ends with a small credit of £14,427.56, which shows the year's profit to have been £32,077.35, but you will notice we have debited £9,802 for repairs and renewals, upon which a few words may be said. We believe in keeping our machinery in order, as with care we can practically double its life, and our practice has been to go through the machines from one end of the mill to the other, take them to pieces clean them and reset them, and thus have always two frames out of work and in repair. The interest account may be considered heavy, but this is owing to the subscribed capital not being fully paid, and next year the amount will be considerably reduced, as the said capital is now all called up. We might, if it would have served any useful end, have made the present credit balance larger by taking over stocks of cotton and yarn at the current market rates, but this year promises to be such a trying one in consequence of the enormously enhanced price of cotton not only here but in India and in

America, that we were anxious to make some provision for the future. What other mills can do we can do, but we do not think we should be treating you reasonably or intelligently were we to gloss over the many difficulties which have to be surmounted before cotton spinning in China becomes the profitable business its promoters imagined it would be at the outset. There is one thing that mill owners here might combine together to do, and that is to try to instil into the Chinese Government that it is better to pay and retain wages in its own country than to subsidize mills in India and Japan, as it is doing by levying an equal tax on yarn spun in the country to that which is imposed by treaty upon yarn imported from abroad. The task is difficult, but I am not without hopes that the Chinese official mind might be brought to realize the great advantage of manufacturing in its own country. Before moving the adoption of the report, I shall be pleased to answer any questions.

No questions being asked the report and accounts were adopted and the usual formal business transacted.

PUNJOM MINING CO., LIMITED.

The following is the report for the month of November by Mr. Bailey, the manager at the mines:—

TANKONG.

Adit levels.—A little low grade ore was mined here. Winze from level No. 1 on Lode No. 1 was filled up to keep water from going down it, it being of no further use.

Level No. 1 (50 foot level).—Stope No. 1. This stope continued to give us fair ore and open up and look well ahead.

Stope No. 2.—This continued to give us fair ore and shows very well ahead.

It furnished all the ore we could raise and transport with present equipment and other work doing. Drive to uprise from level No. 2.—This was driven 10 feet from crosscut No. 1 and connection made with uprise from Level No. 2, here.

Level No. 2 (100 foot level). South drive from crosscut No. 1.—Driven 2 feet making a total of 68 feet from crosscut on the line of formation driving on. A crosscut was put in easterly, in the hanging wall country at the face of this drive, 13 feet. Nothing of any value or of much promise was developed here.

South drive from northwest drive from shaft.—Nothing further was done here or will be until stoping is commenced above this drive as it is as near as it should be driven to the north drive from crosscut No. 1, which was discontinued in July, and which it will come into.

Northeast drive from northwest drive from shaft.—Driven 28 feet, making a total of 80 feet on the line of formation driving on. Crosscut northerly in the foot wall country from this drive was extended 4ft. Nothing of any value or of but little promise was developed here. Uprise No. 1.—This was continued 9ft. making a total distance of 59ft. from level No. 2, when it was discontinued having reached level No. 1. This proved to be on the badly broken up and practically barren formation showing more or less quartz, that crosscut No. 1 at Level No. 1 passed through some 20 ft. before coming onto the lode ore known as lode No. 2.

No. 1 crosscut.—Driving this was resumed and 3 ft. driven, making it a total of 20 ft. This was driven in country rock; to see if we cannot find the ore body known as lode No. 2 at level No. 1 at this level by so doing. The developments in the uprise from here, just completed, suggest it is not unlikely we will.

Level No. 3 (150 foot level). Northwest drive from shaft.—This was started at this level and driven in country rock 3 ft.

Southeast drive from shaft.—This was started at this level and driven 8 ft. What appears to be the wall of a lode and some quartz was cut herein, but it has not proved to be of any value where cut. This is doubtless the same rock as the lode like formation passed through in the shaft.

Shaft.—This was not sunk any during the month because of the impracticability of doing so in connection with the other work doing.

SWAIL.

No 2 Workings Shaft.—This was sunk 15 ft. making it a total of 62ft. from top adit. It continued on a slight incline from vertical, on the lode, which showed well defined but small and of low grade.

Level No. 1.—At 40ft. below lower adit a drive was started northerly on the lode from the shaft and driven 21ft. The lode showed well defined therein, but small and low grade.

GUBAU.

Level No. 1.—North drive from crosscut from shaft. Driven 52ft. making a total of 145ft. from crosscut. The lode continued well defined all the way, but smaller than recently, being but some 3ft. thick and very low grade.

South drive from winze.—Driven 41ft., making a total 152ft. 6in. from the winze when work was discontinued here, the ore having entirely cut out.

No 1 North Winze.—This was started northerly from the shaft to intercept the north drive from crosscut from shaft, and sunk 58ft. This is being sunk to handle the rock from that drive through and for ventilation.

Shaft.—No sinking was done as we were unable to get timbers cut for pump, which must be put in before any sinking can be done.

PREAN.

Shaft.—This was sunk 11 feet 6 inches, making it a total of 25 feet when work had to be discontinued because the water was more than could be handled by hand power. As this shaft was off of the lode, in country rock, nothing was developed thereby as yet.

JALIS.

Surface.—This is the surface formation at or near the Jalis workings carrying stringers of quartz. It is adjoining where some of the Headings probably came from and is being blasted down and sent to the mill. It is proving very low grade.

REDUCTION WORKS.

Mill.—This was run equivalent to 28 days 8 hours full time. 8 stamps and 2 concentrators were run part time on Tankong ore and part time on Headings and Jalis Surface ore, and 14 stamps were run on Heading and a little Jalis Surface ore.

The ore crushed and product therefrom was as follows:—

Ore.	Tons.	Amal. am. o's.	Bullion ozs.	Concentrates Estimated dry weight Long cons. concentr.	*Gold 1,000 fine in 100
Tankong	389	78.50	25.20	18	80.10
Headings	1868½				
Jalis		244.90	78.50	3	8.10
Surface	216				

Total 2473½ 323.40 103.70 21 88.20

* Assay value 4 ozs. 9 dwts., In Bullion 88.20 ozs.

GENERAL.

Labour.—This continues more or less short in all departments except for operating the mill.

Water Power.—This was ample for power during the month. The night of the 2nd of the present month we had an unusually heavy rain, which carried away our dam, thereby stopping our water power.

Transport.—Continued sickness and death among our bullocks keeps us short of transport.

Machinery. This is all working well.

Surveying.—The survey of our territory is progressing though but slowly, owing partly to the very rainy weather.

Roads and Bridges.—These, with the exception of the Bukit Sarong—Batu Burong road, which I am not endeavouring to keep in order, and one or two wood roads, are kept passable, but are not in good condition, owing to the heavy rains and lack of labour.

Health.—This was generally very fair during the month.

The East Anglian Daily Times announces the painfully sudden death of Mr. Sidney Jeffrey, its Colchester representative, from an epileptic fit. Mr. Jeffrey was for a few years on the staff of the Hongkong Daily Press and afterwards on that of the Straits Times. On leaving the Far East he rejoined the East Anglian Daily Times, with which he had been previously connected. Mr. Jeffrey was only twenty-eight years of age and leaves a widow and two children, with whom much sympathy will be felt in their sad bereavement.

SHANGHAI VOLUNTEERS FOR THE TRANSVAAL.

The *N. C. Daily News* of the 21st December says:—Lists are being sent round the settlement for volunteers for active service at the Cape. Over a hundred signatures have already been given. The conditions are that the men be either of the local volunteer brigade or have served in the home volunteer corps. A cable will be sent to the Home Authorities on Friday informing them of such. Another interesting item is that the Sikh police in the Settlement have petitioned, to a man, their Deputy Superintendent, Capt. Mackenzie, to take them to the Cape.

In a subsequent issue of the same paper the following letter appeared:—

Sir,—With reference to the lists which are being sent round the settlement for volunteers for active service at the Cape, it struck me, judging from the one I saw, that they were either a hoax, in which case exceedingly bad taste had been exhibited, or that they had been too hastily drawn up and did not bear the stamp of any very responsible person or persons. And a wire to the British authorities in England would not get any attention paid to it.

If anything is to be done at all to raise Volunteers, it should be done through the proper medium, viz., the British Consul-General, who if properly approached on the subject, would without doubt call a meeting of British residents and shape some feasible scheme which would include Britishers in the outposts who are equally patriotic.

This may not please those who issued the above lists. No doubt they believe in "striking while the iron is hot," but in so grave an undertaking it is not the iron which is manageable when hot only that is most required. Those who go will not find laurel-strewn paths to medals and honours, but monotonous "sentry go," in garrison or hard drudgery in camp, perhaps without ever firing a shot. Then the signatories have in many cases entered their names on the spur of the moment without giving a thought to their engagements to employers or the thousand and one pro's and con's connected with so serious a step in their careers. I suppose the thoughts of field equipment, horses, and medical fitness have not troubled them for one moment. I feel assured supporting such lists will only bring discredit on a lot of most worthy and patriotic young fellows.

The Regular is unquestionably the man to send. And how are we to send him? Why, by relieving a portion of the Hongkong and Singapore regulars of their garrison duties, by putting volunteers into their places until they return. Let Hongkong have 600 volunteers to release say 500 regulars, and Singapore the same—the former to be raised in Hongkong, China and Japan, and the latter (Singapore) in the Straits, Java and the Philippines. I am certain Shanghai and its outposts would soon raise 200 men, and a relay of 100 could be raised in three months' time to relieve those who have to return for the Hankow and Northern Ports' season. Those who do not volunteer would do the absentees' work for them. And men of means whose age and responsibilities precluded their joining might pay for substitutes. Trusting my scheme is not too chimerical—I am, etc.,

A. PATRIOT.

YOHOU.

6th December.

For upwards of thirty years an urgent demand has been made on the Chinese authorities to open the splendid province of Hunan to foreign commerce. It has been considered simply scandalous that such an immense region, so easily accessible, inhabited by twenty-four millions of an industrious and vigorous population, and with immense natural resources of every kind, should be shut to foreign enterprise. At last the voice of reason has prevailed. The mandarins have given way and set apart Chengliuki as a place of foreign residence, so that Hunan may be opened. The place in question is a little town on the right bank of the river, five miles below the city of Yochou, and opposite the point where the waters from the Tungting Lake join the Yangtze. In some respects the location

has been well chosen. The ground of the new Settlement is elevated and airy, while the surroundings are pleasing. The water off the frontage is deep, and deep draught steamers can reach it all the year round, while the river boats bound to and from Ichang can take it on *en route* without going out of their way. On the other hand, it is a place of absolutely no trade, and where any is to come from is hard to see. To call it a port in Hunan is little better than a fiction. Commercially, no place on the wrong side of Tungting Lake will bear that description. It might just as well have been at King-ho-kou, which is already a calling-place for steamers, and is in Hupeh on the other side of the river, exactly opposite.

However, for the past six months, several officers of the I. M. Customs have been busy at Chengliuki planning and laying out a foreign Settlement; and, as duly advertised in the newspapers, the lots were put up for public auction at the Land Office, Yochou, (alias Chengliuki) in the presence of the Taotai and Mr. Morse, Commissioner of Customs, and Monday last. The crowd of purchasers was not large. At the appointed hour on Monday last, there put in an appearance two Japanese and one Russian gentlemen, an English Missionary—who, however, did not bid—and several natives connected with the steamer companies. The land to be disposed of was extensive, and might easily have been twice as large without incommencing anybody. But all the same the lots were microscopic. The Chinese in their wisdom had cut the ground up into several hundred pieces, most of them the size of one quarter of a mow or say 40 feet by 45 feet. From ancient times the celestial plan has been to pig together, the closer the better, why a foreigner should require so much room the Chinese have never been able to understand, and they were to have no such nonsense at Chengliuki! If the lots were small the prices were big.

Indeed, it transpired when the auction came on, that no money could buy them out and out. They were only to be leased for a period of 30 years at an annual ground rent of \$100 per mow for the best, 80 per mow for the second best, and \$50 per mow for the poorer positions. The auction was simply to settle how much in addition to these sums the public would be willing to pay for a choice of sites. There was by no means a cut-throat competition. Each purchaser got what he wanted at about the upset price, and allowed his neighbour to do the same. Still it was dear land. One gentleman wanted a piece of about four mow, and in order to get it had to buy no less than seventeen separate lots, although the whole piece hardly amounted to the area of an ordinary Concession lot in the older Settlements. For this ground he pays the sum of \$12,000 in thirty annual instalments, at the end of which time he is to have the privilege of doing it all over again for another thirty years if he likes, or clear out. Further, if he fails in his payments any single year, the land immediately reverts to the Chinese Government with all that is thereon. It need hardly be said the lots were not all sold. There are plenty left, and anyone may have them—native or foreigner—by paying double ground rent for the first year. In addition to the \$100 a mow of rent, there is a further sum of \$3 a year to be paid for taxes to the Commissioner of Customs who, along with the Taotai, is to run the Settlement. The Chinese make the roads and undertake policing and lighting. Residents are not to be bothered with Municipal Council or public affairs of any kind. A benevolent and paternal Customs will see that everything necessary to be done for the above mentioned sum of \$3, and no one can call it dear. Still it seems a pity they put it on as it spoils a fine specimen of the beauty of the single tax theory.

That the Chinese authorities mean to spare no expense in putting the place in order, they have already shown by building a substantial wall and gateway—of the usual city-wall pattern—between the foreign Settlement that is to be, and the native town. Its defensive side, of course, is towards the town for fear the rude barbarians might some day get mad and come and say nasty things about the ancestors of the poor natives. This new wall and the 300 yards of native town were beautifully illuminated for three nights at the expense of the Taotai, who further gave a magnificent banquet to all the

foreigners in the place in honour of the occasion and treated them in the kindest fashion.

What the future of the port will be is hard to predict. The Customs hope to bring a little trade to the place by requiring passing steamers to stop at it, a step they have as yet shown no anxiety to take. They are also to put a stop to the passenger launches which run now almost daily between Hankow and ports beyond the Tungting. These in future are to be compelled to make Chengliuki their starting point. Whether it will pay them to do so remains to be seen, but meanwhile the poor passengers won't bless the business. They are nearly all from Hankow, and instead of frequent through communication they will have to fall back on the river boats which run at most uncertain intervals—generally two or three in a bunch and no more for a week—for passage to Chengliuki, and there wait the departure of an equally uncertain launch. Under these circumstances the native boats will likely regain the passenger trade.

The whole business is very puzzling. It is hard to make out what lies in this opening of Hunan. Do we have a magnificent practical joke on the part of the mandarins; or is it that what they have done is due to their childlike simplicity and that they mean well? However, two things seem clear enough: first, that if a port is really opened in Hunan beyond the Tungting, Chengliuki will soon sink back into its original insignificance; and second, that no such port will be opened if the provincial high authorities can prevent it. They have no wish to see their revenues diverted into the coffers of Sir Robert Hart's Institution, for the benefit of Peking, the foreign bondholders, or anyone else—and who can blame them?—*N. C. Daily News* correspondent.

SANDAKAN NOTES.

[FROM OUR CORRESPONDENT.]

Sandakan, 18th December.

The U.S. gunboat *Albatross* has arrived here to-day, 18th, from Zamboanga. It is expected that the U.S. authorities will follow up the opening of Zamboanga to general trade by the opening of the port of Cota Batu very shortly.

Mr. De Nijs, a rubber planter on the Labuk River, has discovered a rubber tree which he believes has been entirely unknown to botanists hitherto, and which is, moreover, indigenous to this country. Its colour is whitish, but the rubber darkens on exposure to the atmosphere, ultimately going perfectly black. Its quality is very good, and the Chinese here are willing to pay \$100 per picul for as much of it as they can get. Samples have been sent to Singapore and Colombo Botanical Gardens for classification, and it is hoped the discovery will prove a valuable one.

No further news is to hand regarding the Mat Salleh outbreak, but it is understood H.M.S. *Rattler* will remain in this vicinity until the matter is settled peacefully or otherwise.

Our new Governor, Mr. Hugh Clifford, is due here in about three weeks' time.

[FROM ANOTHER CORRESPONDENT.]

Sandakan, 19th December.

Mat Salleh is on the warpath again with a large number of followers armed with Sniders. A force of armed police has been sent against him, and it is determined this time that there is to be no "peace at any price" business. The rising has taken place somewhere near Gantian, but very little information leaks out about what is transpiring at the "seat of war."

HONGKONG.

The appointment of Mr. H. E. Wilmer to be an Inspector of Nuisances is gazetted.

There were 1,736 visitors to the City Hall Museum last week, of whom 199 were Europeans.

The appointment Dr. Hartigan and Mr. J. McKie to be members of the Sanitary Board is gazetted.

The first of the season's dances in connection with the Institution of Engineers and Shipbuilders of Hongkong took place in the City Hall on 22nd inst. and was a great success. The Band of the Hongkong Regiment played for dancing.

The death rate last month was, for the British and Foreign community, civil population, 14.8, and for the Chinese community, 21.6.

It is notified in the *Gazette* that Mr. M. B. Blake has resigned his commission as Lieut. in the Field Battery of the Hongkong Volunteer Corps.

At the offices of the Public Works Department on Wednesday afternoon Kowloon Inland Lot No. 496, situate at Mongkok Tsui, was offered for sale by auction. The upset price was \$1,560, but this figure was considerably exceeded, Mr. U Wan-cho being the purchaser for \$3,600. The annual rent is \$44.

It is notified in the *Gazette* that a meeting of the Justices of the Peace will be held on the 8th January for the purpose of nominating a Justice as an unofficial member of the Legislative Council in the place of the Hon. C. P. Chater, C.M.G., whose term of office expires on the 14th.

We are informed by Messrs. John D. Humphreys and Son, General Managers of Olivers Freehold Mines, Limited, that they have received a telegram from the mines, giving the result of this month's crushing as follows:—"463 tons of quartz crushed for a yield of 394 ounces retorted gold; mill ran 20 days."

We regret to announce the death of Mr. John Ambrose Clarke, navigation instructor, a gentleman well-known and greatly respected in mercantile marine circles. Mr. Clarke, who had been in China for over 30 years, had been ailing for some time, and died at the Government Civil Hospital on Tuesday of apoplexy at the age of 58 years. The funeral took place on Wednesday.

A sad accident occurred on H.M.S. *Barfleur* on Sunday afternoon. A bluejacket named Rodwell was aloft engaged in the preparations for the Christmas decorations, when he lost his hold and fell to the deck, the fall proving fatal. In consequence of this accident, which threw a gloom over the ship's company, the decorations were abandoned.

At about nine o'clock on Tuesday night a fire broke out in a three-storeyed house at No. 1, Ship Street, Waichai. An alarm was given and the Fire Brigade were soon on the scene and got to work. The house where the fire originated was practically burned out, but very little other damage was done, the efforts of the Brigade to keep it from spreading being successful.

The annual installation meeting of the Victoria Lodge was held on the 21st inst. when Bro. R. K. Mounsey was installed in the chair of the Lodge for the ensuing year. The ceremony was performed by the Right Wor. District Grand Master, Hon. C. P. Chater, C.M.G., who was assisted by the D.G. officers. Wor. Bro. Mounsey afterwards invested his officers as follows:—S.W. Bro. F. D. Goddard, J. W. Bro. G. H. Underwood; Treas., Bro. S. H. Joseph; Secretary, Wor. Bro. A. O'D. Gourdin, P.M., S.D., Bro. W. M. Humphreys, J.D., Bro. E. H. Ray, Steward, Bro. G. G. Woollen; I.G., Bro. W. Whitley, Tyler, Bro. G. R. Grimbale.

The annual installation meeting of Zeland Lodge, No. 525, was held on Wednesday evening, when Wor. Bro. G. Pieroy, Jr., who had been re-elected as Worshipful Master for a second term, was duly installed in the chair of the Lodge by the District Grand Master, Right Wor. Bro. the Hon. C. P. Chater, C.M.G., assisted by Wor. Bro. Gillies, Acting Deputy District Grand Master, and the District Grand Lodge Officers. Right Wor. Bro. Sir Henry Blake, G.C.M.G., honoured the Lodge with his presence. Wor. Bro. Pieroy appointed his officers as follows:—S.W., Bro. W. J. Tutchter; J.W., Bro. J. J. Bryan; Treas. Wor. Bro. G. J. B. Sayer, P.M.; Secretary, Bro. E. Ralphs; Chaplain, Bro. G. Patton; Organist, Bro. H. Sykes; S.D., Bro. B. B. Harker; J.D., Bro. J. Shelton; I.G., Bro. J. W. Graham; Dir. of Ceremonies, Bro. G. R. Frampton; Steward, Bro. W. H. G. Prince; Tyler, Bro. B. Jorus. After the Lodge was closed the brethren sat down to a banquet, when the usual loyal and masonic toasts were duly honoured, and several of the brethren entertained the company with songs. During the course of the evening a collection was made on behalf of the South African Fund and the sum of \$450 was contributed. The Band of H.M.S. *Barfleur* was present and played selections during the banquet.

H. E. the Governor has been pleased to appoint Second Lieutenant the Viscount Sairdale, 8rd Battalion Royal Irish Regiment, to be His Excellency's Aide-de-Camp, vice Lieutenant M. B. Blake, resigned.

A performance will be given in the Theatre Royal on Tuesday evening, 2nd January, by the Tournée Star Company, a French operatic company that is proceeding to the United States from Manila. The artistes include Melle G. de Stirval, mezzo-soprano; premiere-chauteuse; Melle Lucette, comique-galbeuse; G. Star, repertoire comique; and Les Leicesters, duettistes excentriques. The performance is under the patronage of General Gascoigne and promises to be artistic and interesting, and part of the proceeds are to be devoted to the Patriotic Fund.

The twenty-fourth annual meeting of the District Grand Lodge of Hongkong and South China was held at the Masonic Hall on Thursday the Right Wor. District Grand Master, the Hon. C. P. Chater, C.M.G., presiding. The following appointments were made and officers invested:—D.S.G.W., Wor. Bro. G. L. Tomlin; J.G.W., Wor. Bro. G. A. Caldwell; D. G. Chaplain, Wor. Bro. G. Pieroy, Jr.; D.G. Treasurer, Wor. Bro. G. J. B. Sayer; D.G. Registrar, Wor. Bro. A. Shelton Hooper; D.G. President of the Board of General Purposes, Wor. Bro. T. F. Hough; D.G. Secretary, Wor. Bro. A. O'D. Gourdin; D.S.G.D., Wor. Bro. M. M. Mackeusie; D.J.G.D., Wor. Bro. C. S. Rogers; Supt. of Works, Wor. Bro. G. W. Crombie; D.G. Dir. of Ceremonies, Wor. Bro. F. W. Clark; D. Assist. G. Dir. of Ceremonies, Wor. Bro. K. W. Mounsey; D.G. Sword Bearer, Bro. E. L. C. Berger; D. G. Standard Bearers, Bro. F. D. Goddard and Wor. Bro. J. G. Gotz; D. G. Organist, Bro. A. G. Ward; D. G. Pursuivant, the W. M. Ionic Lodge, Amoy; D. Assist. G. Pursuivant, Bro. W. J. Tutchter; D. G. Stewards, Bros. G. W. Watling, F. T. Richards, W. J. Williams, E. A. Stanton, A. H. Bothenhiem, and the S. W. of Ionic Lodge, Amoy; and D.G. Tyler, Bro. H. W. Wolfe. Wor. Bro. J. Bryant and Wor. Bro. W. C. H. Hastings were elected unofficial members of the Board of General Purposes.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1899-1900	1898-99
	lbs.	lbs.
Yokohama	25,965,874	24,282,455
Kobe	13,427,117	13,112,839
	38,792,991	37,395,286

SILK.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1899-1900	1898-99
	bales.	bales.
Shanghai	55,814	35,822
Canton	23,853	20,721
Yokohama	15,779	13,806
	94,946	69,849

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1899-1900	1898-99
	bales.	bales.
Shanghai	10,333	3,293
Canton	6,683	7,074
Yokohama	21,921	15,450
	38,937	25,826

CAMPHOR.

HONGKONG, 29th December.—The firmness has not been maintained and prices are slightly weaker. Quotations for Formosa are \$82.00 to \$82.50 sales 370 piculs.

SUGAR.

HONGKONG, 29th December.—There is no change to report in the position of this market, prices being the same as last week. Quotations are:—Shekloong, No. 1, White... \$8.40 to \$8.45 p.c.
do. " 2, White... 7.50 to 7.75 "
Shekloong, No. 1, Brown... 5.55 to 5.60 "
do. " 2, Brown... 5.40 to 5.45 "

Swatow, No. 1, White...	8.20 to 8.25	p.c.
do. " 1, White...	7.40 to 7.45	"
Swatow, No. 1, Brown...	5.40 to 5.45	"
do. " 2, Brown...	5.30 to 5.35	"
Foochow Sugar Candy.....	12.10 to 12.15	"
Shekloong	11.10 to 11.11	"

MISCELLANEOUS EXPORTS.

Per steamer *Yarra*, sailed on the 18th December. For Marseilles:—15 bales raw silk, 6 cases silks, 13 cases private effects, 4 cases feathers, 41 packages matting, 504 packages tea, 3 packages rattan chairs. For Lyons:—117 bales raw silk.

Per P & O steamer *Konisberg*, sailed on the 17th December. For Portsaid:—2 boxes essential oil and 25 cases preserves. For Bordeaux:—211 rolls matting. For Havre:—2 cases China ink, 10 cases bristles, 14 cases feathers, 25 cases blackwoodware, 29 cases human hair, 38 rolls matting, 44 bales canes, 50 bales split bamboo, 136 cases tea, 156 bales buffalo horn and 298 cases camphor. For Havre and/or Hamburg:—2 cases ylang ylang, 3 cases bristles, 9 merchandise, 12 human hair, 42 bales canes, 50 bales feathers, 75 bales buffalo horns, and 1,483 packages tea. For Havre and/or Hamburg and/or London:—67 cases camphor. For Hamburg:—1 case silverware 2 cases gallnuts, 4 bales hemp, 5 cases human hair, 14 cases bamboo, 23 boxes essential oil, 50 cases palm leaf fans, 70 casks wood oil, 71 bags turmeric, 10 cases cassia buds, 118 bales gallnuts, 127 feathers, 3 cases tea, 416 packages merchandise and 416 bales canes. For Hamburg and/or Antwerp and/or London:—50 cases bristles. For Hamburg and/or London:—25 cases merchandise. For Antwerp:—25 packages canes. For Amsterdam:—10 casks preserves. For Rotterdam:—50 casks preserves. For Lisbon:—8 cases Chinaware. For Liverpool:—11 bales cowhides.

Per P & O steamer *Japan*, sailed on the 18th December. For London:—5 cases cigars, from Manila, 37 m/pkgs tea, 429 rolls mats and matting, 24 cases Chinaware, 18 cases blackwoodware, 16 cases cigars, 3 cases curios, 2 cases chest of drawers, 26 cases private effects, 123 cases preserves, 1 case silks, 4 camphorwood boxes, 38 bales feathers, 75 bales canes. For Manchester:—100 bales waste silk, 10 casks preserves, 1 cask cements, 11 tins paint, 2 cases blackwoodware and Chinaware, 8 cases sundries, 1,496 boxes tea. For Buenos Ayres:—1,000 packages tea. For Manchester:—100 bales waste silk. For Glasgow:—200 cases and 100 casks preserves and 12 cases blackwoodware. For Portsmouth:—49 cases naval stores.

Per P. & O. steamer *Coromandel*, sailed on the 23rd December. For London:—12 cases bristles, 3 boxes feathers, 3 cases bird feathers, 4 cases silks. For Lyons:—250 bales raw silk and 1 case silks. For Marseilles:—60 bales raw silk, 2 cases bird feathers, and 5 cases silks.

OPIUM.

HONGKONG, 29th December.—Bengal.—The market has ruled steady, closing at \$920 for New Patna and \$9-24 for New Benares.

Malwa.—The demand has been meagre and prices have advanced, latest figures being as under:—

New \$900 with all'ce. of — to — 1 catty.	
Old \$920 " " " " " " " "	
Persian.—Same as when last reported, quotations not having undergone any change. Current quotations are \$94 for Oily and \$650 to \$840 for Paper-wrapped.	
To-day's stocks are estimated as follows:—	
New Patna	524 chests.
New Benares	374 "
Malwa	524 "
Persian	1,537 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.						
Dec. 23	917½	—	905	—	900	920
Dec. 24	920	—	902½	—	900	920
Dec. 25	922½	—	902½	—	900	920
Dec. 26	922½	—	902½	—	900	920
Dec. 27	920	—	900	—	900	920
Dec. 28	920	—	900	—	900	920
Dec. 29	920	—	902½	—	900	920

RICE.

HONGKONG, 29th December.—The market continues to advance under the influence of continued large demands. Quotations are:—

Saigon, Ordinary	\$3.00 to 3.05
Round, Good quality	3.30 to 3.33
Long	3.55 to 3.60
Siam, Field, mill cleaned, No. 2 ..	3.32 to 3.34
Garden, No. 1 ..	3.58 to 3.60
White	3.84 to 3.88
Fine Cargo	4.20 to 4.25

MISCELLANEOUS IMPORTS.

HONGKONG, 29th December.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn:—50 bales No. 8 at \$72.50, 900 bales No. 10 at \$80 to \$89.50, 550 bales No. 12 at \$30 to \$38, 350 bales No. 16 at \$91 to \$97, 1,150 bales No. 20 at \$90 to \$102.

EXCHANGE.

FRIDAY, 29th December.

ON LONDON.—	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11½
Bank Bills, at 4 months' sight ..	2/-
Credits, at 4 months' sight	2/-½
Documentary Bills, 4 months' sight	2/-½
ON PARIS.—	
Bank Bills, on demand	2.47
Credits, at 4 months' sight	2.54
ON GERMANY.—	
On demand	2.00½
ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, 60 days' sight	48½
ON BOMBAY.—	
Telegraphic Transfer	145
Bank, on demand	145½
ON CALCUTTA.—	
Telegraphic Transfer	145
Bank, on demand	145½
ON SHANGHAI.—	
Bank, at sight	72
Private, 30 days' sight	73½
ON YOKOHAMA.—	
On demand	3¼ % pm
ON MANILA.—	
On demand	2 % pm
ON SINGAPORE.—	
On demand	par.
ON HAIPHONG.—	
On demand	8 % pm
ON SAIGON.—	
On demand	2 % pm
ON BANGKOK.—	
On demand	61
SOVEREIGNS, Bank's Buying Rate ..	10.20
GOLD LEAF, 100 fine per tael	53.25

JOINT STOCK SHARES.

HONGKONG, 29th December.—The Christmas holidays have greatly interfered with business, but rates have remained steady to firm except in Banks, which show a further decline.

BANKS.—Hongkong and Shanghai, partially owing to the approaching settlements, have ruled very weak and sales have been effected at 337, 336, 335, 334, and 333 per cent. premium for cash; market closes, however, firmer at 335 buyers. Nationals unchanged and without business.

MARINE INSURANCES.—China Traders have changed hands to a limited extent at \$57 and close with sellers at that rate. Unions and Cantons, also Straits and the Northern Insurances, continue neglected at quotations.

FIRE INSURANCES.—Hongkongers have found buyers at \$327½ and Chinas at \$38 to a small extent.

SHIPPING.—Hongkong, Canton and Macao have ruled quiet with but a small business at \$30½, \$30½, and later at \$30. Indos continue neglected at quotations. Douglases have changed hands at \$52½, closing with sellers at that. China Manilas are obtainable at quotation but without business. China Mutuals preferences are enquired for at £9.15, and £5 paid up at £4.15.

REFINERIES.—The market continues dull with no business to report.

MINING.—Punjoms remain more or less neglected with small sales at quotation. Charbonnages have improved to \$320 with buyers and no sales. Jelebus have ruled rather firmer with small sales at \$12.75 and \$13. An enquiry for Raubs at \$61½ was not freely met and at time of closing sales have been effected at \$62. Oliver's A and B have changed hands at quotations, also Great Easterns and Queens, but all in unimportant lots.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have been on offer during the week at 525 per cent. prem. without bringing any buyers into the market. Kowloon Wharves have changed hands at \$86½ and \$87, closing steady at \$86½. Wanchals unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue firm and in favour, sales have been effected at \$115, \$115½, and \$116, market closing firm at \$116. Hotels after further sales at \$119½ have found buyers at \$120 and \$121 and close steady at the latter rate. A demand at about equivalent rates forward has not been met. West Points have changed hands at \$35, \$36, and \$36½, but a further small demand remains unsatisfied and a higher rate would doubtless be paid for a limited number of shares. Humphreys continue quiet with sellers and sales at \$9.15.

MISCELLANEOUS.—Star Ferries have found buyers at \$20½, Electrics at \$10, Watsons at \$15½, and Ices at \$130. Tramways are enquired for at quotation but none are obtainable. Ropes have improved to \$212 with sales.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[541.35]
Hongkong & Shanghai ..	\$125	333 p. ct. prem.,=
China & Japan, ordy.	£4	£1.
Do. deferred ..	£1	£5 5s.
Natl. Bank of China		
B. Shares	£8	\$29, sellers
Foun. Shares ..	£8	\$29, sellers
Bell's Asbestos E. A. ...	£1	nominal
Campbell, Moore & Co.	\$10	\$14, buyers
China Prov. L. & M. ...	\$10	\$9½, buyers
China Sugar	\$100	\$1.0,
Cotton Mills—		
Ewo	Tls. 100	Tls. 5½
International	Tls. 100	Tls. 65
Laou Kung Mow ..	Tls. 100	Tls. 72½
Soychee	Tls. 500	Tls. 375
Yahloong	Tls. 100	Tls. 58, sellers
Hongkong	\$100	\$56, buyers
Dairy Farm	\$6	\$4½
Fenwick & Co., Geo. ...	\$25	\$46 buyers
Green Island Cement ..	\$0	\$27, buyers
H. & C. Bakery	\$50	\$25.
Hongkong & C. Gas ..	£10	\$127.
Hongkong Electric ..	\$10	\$10, sellers
H. H. L. Tramways ..	\$100	\$143, ex div buys
Hongkong Hotel	\$50	\$121, buyers
Hongkong Ice	\$25	\$130 buyers
H. & K. Wharf & G. ...	\$50	\$56½, buyers
Hongkong Rope	\$50	\$21½, sales & buys.
H. & W. Dock	\$125	\$525 p. ct. prem.,=
Insurance—		
Canton	\$50	\$130, buyers
China Fire	\$20	\$38, sales
China Traders'	\$25	\$57, sales & sellers
Hongkong Fire	\$50	\$327½, buyers
North-China	\$25	Tls. 185, sellers
Straits	\$20	\$24, sales buyers
Union	\$50	\$235, sellers
Yangtze	\$60	\$110, sellers
Land and Building—		
Hongkong Land Inv.	\$50	\$116, buyers
Humphreys Estate ..	\$10	\$9.15, sellers
Kowloon Land & B. ...	\$50	\$28, sellers
West Point Building	\$50	\$37, buyers
Luton Sugar	\$100	\$47, sellers
Mining—		
Charbonnages	Fcs. 250	\$320, buyers
Gt. Estn. & C'donian ..	\$5	70 cts., buyers
Do. Preference	\$1	30 cts., buyers
Jelebu	\$5	\$13.
Queen's Mines Ltd. ...	25c.	35 cts., sellers
Oliver's Mines, A. ...	\$5	\$9.
Do. B. ...	\$4½	\$6½, sellers
Punjom	\$6	\$7, sellers
Do. Preference	\$1	\$1.30, buyers
Raubs	15s. 10d	\$62.
New Amoy Dock	\$6½	\$21.
Steamship Coys.—		
China and Manila ..	\$50	\$90, sellers
China Mutual Pref.	£10	\$9.15, buyers
China Ordinary	£10	\$9.15, buyers
Do. ...	£5	\$4.1, buyers
Douglas Steamship	\$50	\$52½, sellers
H., Canton and M. ...	\$15	\$30, buyers
Indo-China S. N. ...	£10	\$32, buyers
Shell Transport & Trading Co.	£100	£240
Star Ferry	\$7½	\$20.
Tobacco Planting Co. ...	\$5	\$5, sellers
Do. ...	\$3	\$3.
United Asbestos	\$2	\$2.
Do. ...	\$10	\$1.1, nominal
Wanchai Warehouse ..	\$37½	\$45, buyers
Watson & Co., A. F. ...	\$10	\$15½, sales

J. Y. V. VERNON, Broker.

VESSELS ON THE BERTH.

For LONDON.—Parramatta (str.), Cowrie (str.), Diomed (str.), Antenor (str.)
 For BREMEN.—Pruissien (str.)
 For MARSEILLE.—Silesia (str.), Oceanien (str.), Inaba Maru (str.), Awa Maru (str.)
 For HAVRE AND HAMBURG.—Wittenberg (str.), Sarnia (str.), Ambria (str.), Holsatia (str.)
 For SAN FRANCISCO.—Algoa (str.), Nippon Maru (str.), Ooptic (str.)
 For SAN DIEGO VIA KOBE.—Strathgyle (str.)
 For VANCOUVER.—Empress of China (str.)
 For VICTORIA, B.C., VIA SHANGHAI.—Saint Irene (str.)
 For PORTLAND, O.—Abergeldie (str.)
 For NEW YORK.—Catania (str.), Mary L. Cushing, Asama (str.), Afridi (str.), Indravelli (str.)
 For AUSTRALIA.—Futami Maru (str.), Airlie (str.), Taiyuan (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

December—

ARRIVALS.

22, Brisk, British cruiser, from Holhow.
 22, Kumsang, British str., from Singapore.
 22, Eastern, British str., from Sydney.
 23, Kwangse, British str., from Canton.
 23, Esmeralda, British str., from Manila.
 23, Shansi, British str., from Canton.
 23, Loksang, British str., from Wuhu.
 23, Bengloe, British str., from Singapore.
 23, Amoy, German str., from Amoy.
 23, Kungping, Chinese str., from Canton.
 23, Massilia, British str., from London.
 23, Nanchang, British str., from Iloilo.
 23, Charterhouse, British str., from Singapore.
 23, Machew, British str., from Bangkok.
 23, Michael Lebeson, Ger. str., from Haiphong.
 23, Tamsui, British str., from Shanghai.
 24, Cheangohew, British str., from Straits.
 24, Choyang, British str., from Shanghai.
 24, Haimun, British str., from Tamsui.
 24, Hangohow, British str., from Chinkiang.
 24, Hiroshima Maru, Japanese str., from Moji.
 24, Hue, French str., from Haiphong.
 24, Loongang, British str., from Manila.
 24, Sandakan, German str., from Sandakan.
 24, Tantalus, British str., from Moji.
 24, Yungching, Chinese str., from Shanghai.
 25, Benlarig, British str., from Foochow.
 25, Trocas, British str., from Singapore.
 25, Benlomond, British str., from Moji.
 25, Taiwan, British str., from Chinkiang.
 25, Patrolus, British str., from Shanghai.
 25, Nippon Maru, Jap. str., from S. Francisco.
 25, Swatow, German str., from Haiphong.
 25, Hitachi Maru, Jap. str., from Singapore.
 25, Leander, Norwegian str., from Cardiff.
 25, Fushun, Chinese str., from Shanghai.
 26, Prinz Heinrich, Ger. str., from Yokohama.
 26, Chiyuen, Chinese str., from Shanghai.
 26, Hating, French str., from Haiphong.
 26, Kiangnan, Chinese str., from Chinkiang.
 26, Futami Maru, Jap. str., from Nagasaki.
 26, Hinsang, British str., from Moji.
 26, Mansang, British str., from Hongay.
 26, Sishan, British str., from Saigon.
 26, Tsurugisan Maru, Jap. str., from K'otsu.
 26, Kansu, British str., from Canton.
 26, Woosung, British str., from Canton.
 26, Wuhu, British str., from Canton.
 27, Empress of China, Br. str., from Vancouver.
 27, Hailan, French str., from Pakhoi.
 27, Katsuyama Maru, Jap. str., from Chefoo.
 27, Keongwai, British str., from Bangkok.
 27, Menelaus, British str., from Liverpool.
 27, Socotra, British str., from Kobe.
 27, Taksang, British str., from Bangkok.
 27, Awa Maru, Japanese str., from Yokohama.
 27, Hongkong, French str., from Haiphong.
 27, Thales, British str., from Foochow.
 27, Kashing, British str., from Canton.
 27, Clara, German str., from Haiphong.
 27, Kutsang, British str., from Samarang.
 28, Taihuan, Chinese str., from Canton.
 28, Lyeemoon, German str., from Canton.
 28, Clam, British str., from Novorossick.
 28, Haimun, British str., from Swatow.
 28, Kwongiang, British str., from Wuhu.
 28, Tamsui Maru, Jap. str., from Swatow.
 28, Kyoto Maru, Jap. str., from Moji.
 28, Turbo, British str., from Singapore.
 28, Karlsruhe, German str., from Bremen.
 29, Chinkiang, British str., from Chinkiang.
 29, Kwanglee, Chinese str., from Shanghai.
 29, Ichang, British str., from Canton.
 29, Taksang, British str., from Canton.

29, Independent, German str., from Moji.
29, Jacob Diederichsen, Ger. str., from Moji.
29, Asama, British str., from Amoy.
29, Loosok, British str., from Bangkok.

DEPARTURES.

23, Coromandel, British str., for Europe.
23, Doric, British str., for San Francisco.
23, P. C. Klao, British str., for Bangkok.
23, Silesia, German str., for Shanghai.
23, Yuensang, British str., for Manila.
23, Meefoo, Chinese str., for Shanghai.
23, Hainchi, Chinese str., for Canton.
23, Pakhoi, British str., for Canton.
23, Loksang, British str., for Canton.
23, Propontis, British str., for Singapore.
23, Yawata Maru, Jap. str., for Nagasaki.
23, Monmouthshire, British str., for Portland.
23, Tamsui, British str., for Canton.
23, Kashing, British str., for Canton.
23, Rohilla, British str., for Yokohama.
23, Leon, French g.-bt., for Kwongshanwan.
24, Maidzuru Maru, Japanese str., for Swatow.
24, Hoihao, French str., for Pakhoi.
24, Tategami Maru, Jap. str., for Moji.
24, Taiyuan, British str., for Kobe.
24, Haiching, British str., for Swatow.
24, Peiyang, German str., for Haiphong.
24, Hanoi, French s. r., for Haiphong.
24, Hailong, British str., for Swatow.
24, Decima, German str., for Kobe.
24, Progress, German str., for Tournon.
24, Ariake Maru, Jap. str., for K'ootzu.
24, Chowfa, British str., for Bangkok.
24, Massilia, British str., for Shanghai.
24, Kwangse, British str., for Shanghai.
25, Suisang, British str., for Hongay.
25, M. Jebson, German str., for Haiphong.
25, Tantalus, British str., for London.
25, Hangchow, British str., for Canton.
25, Choysang, British str., for Canton.
26, Fushun, Chinese str., for Canton.
26, Chiyuen, Chinese str., for Canton.
26, Taiwan, British str., for Canton.
26, Shansi, British str., for Samarang.
26, Ayr, British str., for Kutohinotzu.
26, Haimun, British str., for Swatow.
26, Charterhouse, British str., for Amoy.
26, Cheangchow, British str., for Amoy.
26, Eastern, British str., for Amoy.
27, Prinz Heinrich, German str., for Europe.
27, Hitachi Maru, Japanese str., for Kobe.
27, Hue, French str., for Haiphong.
27, Yungching, Chinese str., for Swatow.
27, Hiroshima Maru, Jap. str., for Bombay.
27, Patroclus, British str., for London.
27, Benlarig, British str., for London.
27, Esmeralda, British str., for Manila.
27, Loongsang, British str., for Manila.
27, Taileo, German str., for Swatow.
27, Petrarch, German str., for Saigon.
27, Kiangnan, Chinese str., for Canton.
28, Hansa, German cruiser, for Singapore.
28, Suma, Japanese cruiser, for Yokohama.
28, Swatow, German str., for Hoihow.
28, Nanchang, British str., for Amoy.
28, Woosung, British str., for Shanghai.
28, Bengloe, British str., for Nagasaki.
28, Menelaus, British str., for Shanghai.
28, Kashing, British str., for Wuhu.
28, Socotra, British str., for London.
28, Hailong, British str., for Swatow.
29, Trocas, British str., for Shanghai.
29, Tsurugisan Maru, Jap. str., for K'ootzu.
29, Deuterios, German str., for Saigon.
29, Amoy, German str., for Yokohama.
29, Machew, British str., for Swatow.
29, Kwongsang, British str., for Canton.
29, Awa Maru, Japanese str., for London.
29, Tientsin, British str., for Bangkok.

PASSENGER LIST.

ARRIVED.

Per *Legaspi*, for Manila, Mrs. Moran, Miss Helene Moran, Miss Amalia Barretto, Messrs. F. Dias, A. Romero, José Lobo, E. Jorde, Juan Calvo, L. F. Calvo, L. F. Castano, L. A. Rosel, J. Bautista, Antonio Gando, and Lieut. Murphy.
Per *Eastern*, from Sydney, Mrs. W. H. Patton, Miss Patton, Messrs. E. C. Pepper, F. J. Chapman, Mr. and Mrs. Turins and 126 Chinese.
Per *Esmeralda*, from Manila, Mrs. Wertheimer, Miss Seeling and Mr. Benwick.
Per *Kumsang*, from Singapore, Mr. Aitken and 482 Chinese.
Per *Nanchang*, from Iloilo, Mr. and Mrs. Sola and family.

Per *Massilia*, for Hongkong, from Bombay, Dr. J. Burjorjee, from London, Rear-Admiral J. A. and Mrs. Bruce and maid, Lieut. J. R. Wrottesly, Lieut. O. S. Flower and Messrs. Graham Hewlett, W. H. I. C. Champion, A. Sowden, C. Norris, G. R. Holloway, Bandmaster and Mrs. Moit, Sergeants J. Gould, J. Smith, A. G. Dymond, P. C. R. Waters, Mrs. J. Hood, and Mr. H. Kerklope; from Penang, Mr. F. W. Danby; from Singapore, Mr. and Mrs. Essabhy and infant, Mr. and Mrs. Gulland, Messrs. W. Smith, W. E. Tanner, H. Crombie, Gratton, Mr. and Mrs. Tedlie, Hon. J. J. and Mrs. Keswick; for Yokohama, from London, Mr. E. P. Belben; from Marseilles, Messrs. Max Schwartz and Barker; for Shanghai, from London, Mr. and Mrs. J. Bevan, Miss Bevan, Mr. and Mrs. Wilkinson, Mrs. Currie and two children, Mr. J. Glasson; from Marseilles, Messrs. F. P. Seibert and J. W. Jackson; from Singapore, Gratton.

Per *Yungching*, from Amoy, Mr. Robinson.

Per *Loongsang*, from Manila, Mrs. and Miss Sperry, Messrs. Grubb and G. Star, Miss G. Stival, Mrs. Montrel, and Capt. W. Moore.

Per *Sundakan*, from Sandakan, Messrs. Breitag, Darby, Greig, Mumby, Ball, and Dr. Denny.

Per *Haimun*, from Tamsui, &c., Dr. and Mrs. Cross and 2 children, Mrs. Brown and 2 children, Mr. and Mrs. Glassy, Messrs. H. A. Little, H. Arthur, C. Engelbreyde, Neuburn, and Mrs. Smith.

Per *Fushun*, from Shanghai, Mr. T. Weir, and 117 Chinese.

Per *Hitachi Maru*, from Singapore, Mr. and Mrs. Callado Crespo, Mr. and Mrs. Kemp, and Mrs. McLelles.

Per *Swatow*, from Haiphong, Messrs. Malon and Miradon.

Per *Nippon Maru*, from San Francisco, &c., Mrs. L. J. Lambert, Mrs. E. C. Batten, Mrs. C. H. Marple, Mrs. Edward A. Stuart, Mrs. A. Enoch, Mr. E. Castle, Mr. and Mrs. T. W. Noyes, Mrs. G. M. Cralle, Mrs. F. R. Brown, Mrs. W. J. Sears, Mrs. Jas. B. Hallwood, Miss S. Alden, Mrs. Chas. S. Lincoln, Mr. D. M. Baldwin, Mrs. A. R. Kerwin, maid and infant, Mrs. J. B. Pascoe, Maj. and Mrs. H. B. Mulford, Mrs. L. G. Purinton, Mrs. Edward Moale and son, Mrs. L. V. S. A. Mes, Messrs. A. L. Young and Smalley, Mrs. Geo. Eekley, Miss A. L. Derrick, Messrs. A. L. Wetmore, W. H. Home, Mrs. S. S. Morgan, Miss Morgan, Mrs. E. F. Noble, Miss Noble, Mrs. Wheeler, Baron Alten and Messrs. W. H. Slight, H. Berlinger, C. Schlesinger, W. W. Tunge, Jr., C. Pereira, F. Mulhauser and Dr. G. I. Cullen, U.S.A., Mr. and Mrs. Henry Pagot, and Messrs. L. J. Lambert, Lui Hong Ni and K. Kawahara.

Per *Prinz Heinrich*, from Yokohama, Messrs. F. G. Watson, F. Torneo, H. E. Hayward, F. Duckerts and wife, F. B. Jacob, A. Johnson, F. McDonald, Th. Falke and wife, W. Walker, F. M. Ligo and Dr. Schlosser and wife.

Per *Chiyeuen*, from Shanghai, Mr. Bradley.

Per *Futami Maru*, from Nagasaki, for Hongkong, Messrs. R. Lorensen, H. Andersen, J. Dupra, and Stock How; for Manila, Mrs. and Miss C. Cornwell, Major K. P. Brainard, Mr. B. C. Steele, Lieut. R. W. Mearns, Lieut. Louis M. Kuttman, Messrs. Lyman Dyer, Frank C. Taylor, James Chas. Worth, W. A. Render, O. P. Smith, A. Ugal, Y. Kamano, H. Onnishi, M. Kakagiwa, and M. Hamamoto; for Sydney, Mr. and Mrs. Arthur Benn and child and Nurse Helen Braybrook.

Per *Empress of China*, from Vancouver, Messrs. R. Dickie, E. C. Andre, R. Locke, and C. M. Beecher; from Yokohama, Messrs. P. D. Donald and F. Henderson; from Kobe, Messrs. L. Tubbs, C. H. Ward, Mr. and Mrs. W. Newton, Messrs. H. Beldon and E. Sonberbeille; from Nagasaki, Mr. G. Luhrs; from Shanghai, Mr. and Mrs. E. W. Brown, Messrs. Scott Cronston, G. F. Veitch, Col. Gorges, Messrs. H. W. Brazier, A. C. Van Nierop, and Capt. A. N. Patrick.

Per *Thales*, from Coast Ports, Messrs. Schlee and Kobata.

DEPARTED.

Per *Coromandel*, from Shanghai, for London, Mr. and Mrs. W. McDonald; for Marseilles, Mr. A. P. Dunstan; for Singapore, Mr. P. F. Wickham; from Hongkong, for London, Mr. D. P. Baldwin, Mr. and Mrs. L. M. Perkins, Mrs. M. B. Davidson, Messrs. L. F. Ireland,

Douglas, Marriott, S. F. Hulton, Harry Lawson, L. G. Goets, C. Horner, Mrs. Collier and Miss Halstead; for Marseilles, Mr. J. E. Mason, Miss Mason, Messrs. L. Dahl, A. Paulsen, A. J. Pierce, O'Connor, Lieut. Dero, Mrs. Vanuxem, two Misses Vanuxem, Mr. L. C. Vanuxem; for Brindisi, Mr. and Mrs. W. H. Coleman, Miss Coleman, Mrs. Morrison, Mrs. F. E. Wells, Miss C. Playter, Mr. D. Thorpe, Mrs. Scott, Messrs. R. Miller and E. L. McCaughan; for Plymouth, Messrs. George Fisher, Fred. Dailey, Alfred Alexander and J. Walls; for Ismailia, Mr. W. A. Johnston, Mr. and Mrs. E. Le Pelley, Mr. and Mrs. M. Kunkell, Dr. Geo. W. Caldwell, for Sydney, Mrs. R. A. Terry, four Misses Terry, Mr. J. E. Terry; for Port Said, Mr. H. J. Taylor, Mr. and Mrs. C. M. Busch; for Calcutta, Captain James Wildscout, Mr. and Mrs. Rohman, Col. and Mrs. Edge, Miss Shaw, Miss Eckfeldt, Miss McKinnon, Miss Haynes, Mr. Geo. Vickers; for Colombo, Major S. S. Long; for Singapore, Mr. W. A. Thurman, Mr. C. N. Milliken.

Per *Doric*, from Hongkong, for Shanghai, Capt. W. T. Bland and Mr. W. D. Mowry; for Yokohama, Mr. E. A. Griffiths; for Honolulu, Messrs. J. W. Brown, Wong Cheong and Mrs. Wong She; for San Francisco, Lieut. Com. and Mrs. C. Thomas, Mrs. O. A. Phelps, Mrs. A. McCracken and Miss Isabelle Cracken; for London, Rear-Admiral Fitzgerald Capt. Hon. S. C. Colville, Lieut. Boden Smith and Messrs. R. C. Baker, W. Wodder, O. Roditi and R. Nagelmakers.

Per *Prinz Heinrich*, from Yokohama, for Genoa, Messrs. F. Naudin and S. Otaka, Mr. and Mrs. Duval; from Naples, Mr. P. Benedetto; for London, Messrs. F. P. Davies and G. E. Shaw; for Southampton, Miss Payne, Mr. and Mrs. Bailey, and Mr. D. G. Gargan; for Hamburg, Mr. G. Fischer; from Hio, for Genoa, Mr. A. Fischer; from Nagasaki, for Singapore, Mrs. S. Saga, Misses M. Matsuno, Y. Kutsuki, M. Yamakami, T. Mecheshita, and T. Nakamura; for Penang, Mrs. Y. Ywanaga; for Hamburg, Messrs. O. Loffler and C. Sass; for Bremen, Messrs. Otto Lange, C. Wrede, E. Wrede, P. Moller, and O. Korn; from Shanghai, for Singapore, Miss Ferguson; for Penang, Mr. A. F. Rose; for Genoa, Messrs. H. Grebble and Ph. Arnhold, Mr. and Mrs. Kranz and children, Mrs. F. R. Lahr and children, and Capt. Derby; for London, Mrs. E. S. Clough; for Hamburg, Mr. and Mrs. Th. A. Hearn, and Mr. Gurekowitz; for Bremen, Messrs. Lehmann and C. F. O. Osterberg, Carpenter Zimmermann; from Hongkong, for Singapore, Mr. and Mrs. Russell, Messrs. Antonio, C. Davidson, R. M. Bewick, B. Alten, and W. Colbin; for Penang, Mrs. and Miss Sperry; for Colombo, Mr. and Mrs. Merton, Misses Merton (2), Dr. and Mrs. Foulas, Mrs. and Miss Stetson, Mrs. Wertheimer, Miss Selling, Messrs. C. Wadia, A. C. Cama, and J. G. Watson; for Penang, Messrs. R. C. Nickelsen, F. L. Nickelsen, and E. Steinhaus; for Genoa, Messrs. A. de Leagre, W. A. Arbanz, H. Kenma, J. Rommy, Mrs. and Miss Morgan, Capt. Recke and Bendixen, Rev. and Mrs. Bennett, Capt. P. Jespersen, Mrs. and Miss Noble; for Naples, Messrs. M. Hickel, H. Zervogel; for Bremen, Mr. R. Johnson; for London, Mr. J. Robertson; from Amoy, for London, Dr. and Mrs. Cross and children, Mrs. Campbell Brown and child; from Canton, for Genoa, Mr. E. Hueg; from Foochow, for Genoa, Messrs. Chambers and Wathem; from Vladivostok, for Bremen, Messrs. P. Nelbner, O. Korn, O. Lange, C. Wrede, R. Wrede, and P. Moller; for Singapore, Mr. H. Reimers.

Per *Esmeralda*, for Manila, Messrs. Estinghausen and T. T. Windsor, Mrs. Sears, Mrs. Button, Mrs. Brown, Mrs. Enoch, Mrs. Gadé, Mrs. C. H. Marple, Mrs. Hallwood, Messrs. W. H. Howe and A. E. Castle, Mrs. E. A. Stuart, Mrs. C. S. Lincoln, Mr. and Mrs. Noya, Messrs. A. S. Wetmore, R. E. Humphreys, Mr. and Mrs. L. J. Lambert, Mrs. A. R. Kerwin and infant, Miss Smith, Dr. Robt. Locke, Messrs. H. Aldridge and S. Bloomenthal.

Per *Loongsang*, for Manila, Major and Mrs. H. B. Mulford, Mrs. H. Payot, Messrs. Henry Payot, Carlos Pereira, Benito F. Urrutiar, Arthur J. Godfrey, and A. E. Levynson.

Printed and Published by D. WARRIES SMITH, at 29, Wyndham Street, Victoria, Hongkong.